

# THE NEW YORK LUMBER TRADE JOURNAL

J. D. CRARY, Editor.

Entered at the Post Office, New York, for transmission as Second Class Matter.

Office, 72 Wall Street.

PUBLISHED  
TWICE A MONTH. } Vol. VI.

NEW YORK, APRIL 1, 1889.

WHOLE No. 67. { \$2.00 PER YEAR.  
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Subscription, \$2.00 a year, in advance.

Foreign Countries, \$2.50.

J. D. CRARY, - - - - - Editor.  
JOHN G. STAATS, Treasurer.

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APRIL 1, 1889.

The editor of the JOURNAL is a LUMBERMAN.

The business manager is a LUMBERMAN.

The correspondents are every one of them LUMBERMEN.

Send in your subscription and be a LUMBERMAN.

Good machinery is a necessity in the saw-mill, in the  
planing-mill, and in all wood-working establishments.  
Read our advertisements.

### SPECIAL ANNOUNCEMENT.

THE JOURNAL begs to call attention to the fact that it is  
prepared to offer special inducements for new subscribers,  
and invites all who may receive sample copies to address  
this office for further particulars.

### TO VISITING LUMBERMEN.

LUMBERMEN visiting New York City are invited to use  
the office of the JOURNAL as their own. We shall take  
pleasure in supplying them with every convenience for  
receiving and answering their correspondence, and hold  
ourselves at their service in any other way that they may  
desire.

### SPRING'S PROMISE.

"THE flowers that bloom in the spring" will soon be here,  
and at such a time we are very prone to take a look into  
the near future to see what there is of promise.

The same season that awakens afresh all the beautiful  
of nature, the green grass, the bright foliage, and the  
beautiful flowers, seems to give an impetus to trade and  
commerce. Particularly is this true of enterprises  
wherein lumbermen are most interested, and, as the far-  
mer tries to forecast his crops, or the florist his blossoms,  
so do we put an estimate on the business ahead; nor does  
the simile here cease, at least so far as this season is con-  
cerned; for as the early south wind betokens an early  
planting of crops and reaping of harvests, so it shows a  
growing activity in lumber circles. A trip through the  
upper part of Manhattan Island shows an activity un-  
precedented at this time of the year. Cellar after cellar  
is being dug, row upon row of new houses are springing  
from their foundations, and in less than one month the  
boom will be on. We possess no prophet's soul, but it is  
plain as day to us that this is going to be one of the best  
years for the lumber trade that has been seen in a good  
while. All signs are propitious. The Yellow Pine men  
are getting more money for stocks and more orders, too,

than they have had for years. The North Carolina Pine  
dealers are congratulating themselves upon the increase  
in the demand for their stock. Spruce men are jubilant.  
Hemlock is feeling the pressure, and prices are advancing.  
White Pine is getting its full share of attention, and  
Hardwoods—what of Hardwoods? Well, the boom is on.  
Interviews with many lumbermen, who have been all over  
the South and Southwest, show a scarcity of stocks,  
and particularly is this true of Poplar. We have heard it  
predicted that Poplar was going to \$35. Be that as it  
may, the tendency is toward an advance. Let us all re-  
joice at the prospect. We who have had so many only  
fair years deserve a boom. Yellow Pine men have had  
their full share of low prices and dull trade. A boom is  
what they need and deserve; it is theirs by right. North  
Carolina Pine hid its light under a bushel for years. It  
ought to be in demand. Hardwoods, especially Poplar,  
have been too low. Everybody will be glad to see the  
prices go bounding up; and no one will rejoice the  
heartier at the general prosperity than the JOURNAL. The  
lumbermen's prosperity means our prosperity. We can  
all stand it. Let it come.

### SOMETHING ABOUT STAVES.

No. IV.

We have tried in vain to discover who it was who  
shipped the first cargo of staves to the old country from  
the United States. Some enterprising genius it must have  
been—as enterprising, in his way, as the first trader who  
dropped a cargo of African slaves on our shores. Decid-  
edly new trades, both of them, for the colonies on the  
Atlantic coast. It is said that staves began to go abroad  
from here early in the seventeenth century. Certainly it  
was an established trade in the latter part of the last cen-  
tury, for M. Brissot, in his celebrated account of where  
he traveled and what he saw in this country, in devoting  
a chapter to the products of America, gave a portion of it  
to explaining the commerce in staves. The prices of  
staves at that time are given, but the quotations are given  
in French coin; and how close a comparison could be made  
between those prices and our present prices we do not  
know. That was about 1790. Before that date then, at  
least, we are assured that the denizens of the Old World  
had begun to find it more convenient to get their oak  
staves from America than from their own wooded slopes.  
It was probably not because the American staves were  
cheaper than those they could make themselves. The  
likelihood is that their own Oak was not sufficient for the  
supply.

Spain, Portugal and Italy get their staves almost ex-  
clusively from the United States. Austria and Hungary  
furnish staves, but those that leave that country at all go  
mostly to France. There is a preference in France for  
the Austrian stave, as there seems to be a preference in  
Spain, Portugal and Italy for the American staves. The  
Austrian staves are dressed smooth by hand at the stump.  
They receive no curve there, only smoothing. The Amer-  
ican stave, on the other hand, would reach France simply  
rived—rough. The French coopers prefer the Austrian  
article. It is thought, too, in France, that there is less  
acid in the Austrian wood, and that, in consequence, a  
better tasting wine comes from casks made of Austrian  
than from those made of American Oak. It may be that  
the wines of France, being, as a rule, lighter and more  
delicate than most of those of the countries lying to the  
south, are more susceptible to acquiring an unpleasant, or  
comparatively unpleasant, flavor, than the more southern  
wines are. At any rate, the Frenchmen prefer to buy the  
Austrian staves. The light wines of the Rhine country,  
too, are mostly confined in casks of European Oak.

It is not, at bottom, a matter of price with the French-  
man in choosing between the two classes of staves. If

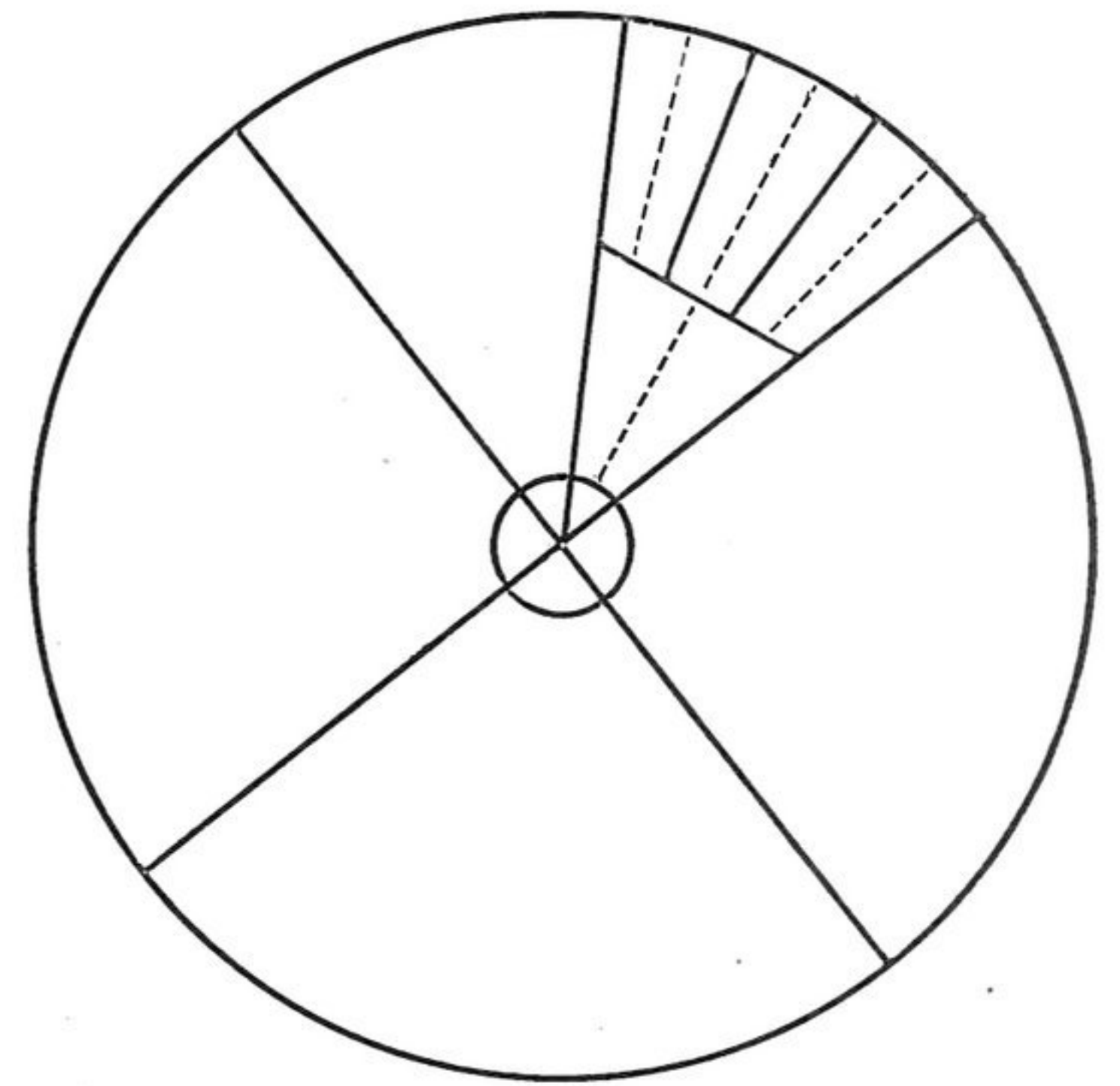
any trade is conservative, cooerage is, and unless there is  
some very decided reason for making a change in any of  
its departments, no change is made. The consequence is  
that it makes no difference whether Austrian staves  
shipped from Trieste cost more at Marseilles than Amer-  
ican staves do or less. Custom, well grounded, perhaps  
has much to do with it. As a matter of fact, there is not  
so very much difference in price at Marseilles between the  
Austrian and American staves, and for this reason: The  
freight and insurance from Trieste to Marseilles runs, we  
believe, somewhere from \$30 to \$40 per M. The item of  
freight on such American staves as would go to Marseilles  
is small in proportion, because, on account of the light  
demand only few go there, and those that do are usually  
shipped as dunnage, *i. e.*, as small stuff taken at a very  
low rate, to hold the bulkier articles of a cargo in place.  
The American staves, therefore, get to France cheaply,  
and the nearness of Austria is offset.

The ocean freight on staves is higher, as a rule, than  
the Trieste to Marseilles freight, though during our civil  
war staves could be shipped from here to France against  
Austrian staves with profit, for the reason that the ship-  
per was paid for his staves in gold, and gold was high  
enough to make it profitable to him.

Nine-tenths of the staves exported from Austria go to  
France; a small quantity goes to England. Germany  
derives some staves from us; some also from the Baltic  
countries.

The shipments of staves from the United States to  
Spain, Portugal and Italy are made almost wholly in  
cargo lots, and the ports of destination are respectively  
Cadiz and Malaga, Oporto, Genoa and Naples.

The American stave is rived out of the trunk at the  
stump, as shown in the following cut:



First, the trunk is quartered; then the heart, indicated  
by the inner circle, is removed. Then, say an eighth sec-  
tion of the trunk is detached. This eighth section is  
then split in two, about half way between the bark and  
the center. The inner piece (nearest the heart) will make,  
if the tree is of ordinary size, two or three staves. The  
outer piece, being larger than the inner piece, is subdiv-  
ided into what are called bolts (the whole inner piece  
would also be a bolt before it was rived into staves). One  
of these bolts might contain two or three staves. Once  
rived to proper thickness, the stave manufacturing on this  
side of the Atlantic is done. The rest—the smoothing,  
curving, hollowing, bowing, the making of the edges  
thinner than the backbone—is all done by the coopers in  
the lands where the staves are shipped to.

### SUBSCRIBE FOR THE JOURNAL.

A good lumberman takes his home paper; a better  
lumberman takes them all. "Why," said a man to me  
the other day, "I take five different lumber papers and



read them all, and very often a single line repays me for the expenditure." And no truer word was ever spoken.

To make money to-day, a man must be up to the times. There is only one way to do it—take your trade paper. The JOURNAL will cost you only Two DOLLARS A YEAR.

#### THAT NEXT MEETING.

THE next meeting of the Lumber Trade Association of this city occurs on Tuesday, April 9. We particularly request the members to paste this in their hats. There are about 75 members of the Association, and let every one try to be present at this meeting. It bids fair to be the most interesting and one of the most important in its history.

The Inspection Committee will probably be on hand with the rules as revised, and there is nothing that more deeply concerns the welfare of this market than to have the very best rules in the world.

The committee have held several meetings, and in the revision of these rules have had constantly in view the welfare of the man at the other end, that is, the shipper. It has ever been their desire to put themselves *en rapport*, as it were, with men having lumber to sell, realizing that the main point to be accomplished was to do justice to all. We have no doubt that the rules as reported will be adopted with very few alterations.

There will also come up for discussion the question of retaining the present quarters. We have no idea that this will be done, but we think the conviction is growing stronger that the Association should have some sort of quarters at some central point, and it needs a large attendance to give this proper discussion.

There should also be advanced some ideas as to the best method to accomplish certain work which the Association has undertaken and on which to date little progress has been made. The meeting will be held in the rooms of the Association, 66 West 23d Street. Now don't forget to be there. If you have never been before, go this time.

#### A DOCK DEPARTMENT RUN MAD.

THE latest scheme of our Dock Department contemplates the extinction of all the realty west of Tenth avenue, between Tenth and Twenty-third streets, making what is now Tenth avenue the exterior street, and extending therefrom long piers. They modestly represent this scheme, if we remember rightly, as costing about \$9,000,000. We have no idea that it will be carried out for some time to come, but when it is done you can multiply their estimate by 3 and then come out in debt. Why don't the department get somebody with a head large enough to relieve the city of its embarrassing lack of dock facilities, and stop concocting such visionary schemes as the one above outlined?

#### THE PHILOSOPHY OF DRYING.

MANY small mills, with plenty of steam, but with insufficient capacity to justify a drier, are at a loss to season lumber as fast as their custom demands. Small quantities of timber may be quickly and thoroughly seasoned by simply steaming. The philosophy of this process, which, if properly performed, does not injure the strength or durability of the timber, is very simple. If we subject almost any kind of wood to chemical analysis, we shall find about sixty per cent. of it water. What is usually termed sap is nothing more nor less than water. Now, among the first rules of chemistry is that any substance subjected to 100° C. (= about 212° Fahr., the temperature of boiling water), the moisture other than that of actual crystallization will volatilize and be evolved in the form of gas.

The water, then, in the unseasoned or green timber, heated to boiling point, as is done in steaming, expands sixteen hundred and fifty times, or thereabout; hence it follows that if the timber be heated to 212° Fahr., all the capillary cells can contain only one sixteen hundred and fiftieth as much water as at the normal temperature, the expanded water escaping as steam. Then, according to our arithmetical calculation, the proportion of moisture left in the wood is, after steaming, less than that demanded by its ordinary hygroscopic condition. At least it is found to be so, for certain species of Hardwood, such as Hickory, White Ash, and the like, increased in weight after being removed from the steamer, showing that the timber would absorb moisture from the ordinary atmosphere, instead of giving it off, as is the case when green timber is thus exposed.

Some little care is necessary in conducting the process. The steaming should be done gradually. Ample time

should be given for the wood to rise in temperature gradually, to enable the sap—moisture—to escape free from the cells without injuring them by rupturing by too rapid expansion, and the consequent force when converting them into steam. The steam should be generated in a suitable boiler and allowed to escape only at a pressure of two or three pounds per square inch. This should be reached gradually, and graduated in proportion to the size of the individual pieces desired to season.

J. F. ELSOM.

#### LOCAL NOTES.

ICHABOD T. WILLIAMS sailed on Wednesday, March 27, for an extended European trip.

WE acknowledge from the *St. Louis Lumberman* a pamphlet containing the rules for the inspection of lumber in the St. Louis market.

A. B. WETMORE is taking an extended trip through the South, looking after his large interests there. The JOURNAL wishes him a pleasant trip and lots of profits.

MR. BOOTH, of Robinson & Booth, the well known dealers in Yellow Pine, has been to Florida and the South in the interests of his business, which is a very large one.

A. B. WETMORE has removed his office from 1285 Broadway to more elegant and commodious quarters at 10 West Twenty-third Street.

JOHN EAGAN, formerly foreman for D. J. Carroll, has started out on his own hook, doing a retail lumber business, without a yard.

LEWIS C. SLADE, of East Saginaw, has paid his respects to the JOURNAL since our last. Mr. Slade reports business good, his trip, though a short one, being very satisfactory.

CARELESS boys came very near starting a considerable fire in the yard of J. H. Van Cleef & Son, Port Richmond, Staten Island, on March 16. Thanks, however, to the volunteer fire department, but little damage was done.

TUCKER DAVID, who has had a long lay up on account of sickness, has been to Canada, by advice of his physician. We expect he will be on the war path again by the time this gets to the eyes of his numerous shippers.

THE first cargo of Mexican Mahogany lumber (manufactured into lumber at the point of shipment) ever sent to this port was received a few days ago by Ichabod T. Williams. The stock was well manufactured, and its arrival marks a new era in the trade in this wood.

HENRY BOLLER, of Boller & Recktenwalt, of Buffalo, called in on his way to Boston. Mr. Boller is proud of the reputation his firm has earned for the excellence of their Maple flooring, and parties in want of this article would do well to give them a call.

BANKER CLARENCE W. HAMMOND has been in town, looking after things in connection with the bank he is about starting in Buffalo. We will wager a hat that the stock of the said bank is worth double its par in five years. Mr. Hammond's connection with it is a guarantee of its future.

WE hope some of our local dealers will make a showing in the industrial parade which is to take place during the celebration of the centennial of Washington's inauguration. Lumber plays an important part in the commercial affairs of this city, and wants representing. Who will be there?

FOREMAN JAMES HANDIBODE, of Colwell's lumber yard, Third Avenue and One Hundred and Twenty-eighth Street, met a horrible and sudden death March 25. At about ten o'clock he was superintending some men at work in the yard when a log of timber fell from the top of a high pile and struck him down. He was crushed, and died instantly.

WILLIAM T. EAMES, occupying position of inspector with Holland, Graves & Montgomery, was a recent caller at the JOURNAL office. He had with him a tallying machine which records both the number of feet and pieces. The same was invented and has been perfected by Mr. Montgomery, of the firm who employs him, and is the best thing of the kind we have yet seen. It will soon be on the market.

UNDER the title, "A Few Facts," the Old Dominion Steamship Company answers 368 questions in relation to points of interest. After reading the book, if the prospective traveler does not know it all, he had better stay home, for his skull would prove too thick to enjoy anything. Send for the book and read, and you will want to commence packing your trunk at once.

#### UTILIZATION OF TIMBER WASTES.

OUR article in a previous number has elicited many inquiries for more facts pertaining to the matter of timber wastes, and at great expense we have obtained from reliable sources the following additional data:

It has been shown in a previous issue what the value of the refuse is when manufactured into charcoal, alcohol, naphtha, creosote, and the like, and the chemist we employed has made a careful estimate, and places seventy-five per cent. as the greatest possible amount the lumberman can expect from the tree as it stands. The remaining twenty-five per cent. one-fourth of the entire forest, a very low estimate, indeed, virtually amounts to a nuisance, and the question how to remove it is paramount. In a great many instances fire is resorted to, but this is both dangerous and unnecessary, as the following will show:

The chemist we employed informs us that all kinds of wood contain about sixty-five per cent. of volatile or liquid matters, the remainder being charcoal or carbon, all of which were enumerated a month ago in these columns. He made analytical tests of samples of oak, and found this sixty-five per cent. of light or volatile matter—smoke—to contain creosote, tar, resin, pitch, paraffine, alcohol and acetic acid. Since then we have made inquiries as to the prices obtainable for these products, and found ready buyers in Chicago for the acetates, in the form of acetate of lime; in Buffalo, this State, for the alcohol; in this city for the pitch, tar, etc.; in St. Louis for the creosote; these cities having factories making the refined products of these substances a specialty, leaving the carbon or charcoal, a matter of some thirty-five per cent., by weight, worth, when returned in luted cylinders, without one cent. extra cost, sixty-three cents per bushel, or two cents per pound for refining highwines. In the city of Peoria, Illinois, with these prices, and we obtained them from the most reliable sources, two tons of wood, amounting to about one cord, is really worth nearly as much as the other seventy-five per cent. of the tree. The alcohol, about one per cent., and the other ingredients about as follows:

Alcohol, one per cent., 65c. per gallon.

Acetate of lime, 650 lb. per cord, 2½c. per pound.

Other ingredients, tar, acid, etc., \$4 per cord of wood, making as a grand total eleven dollars per two tons, one cord of wood, besides the charcoal. In a previous issue we gave the market value of the products and expense of converting the same. The question that will naturally arise is how much the plant will cost. The distilling retorts should be made to hold one cord of wood each, and, cast in two longitudinal sections, carefully bolted together, flanges being left with "chip strips," for making a tight joint, would cost in the neighborhood of one hundred dollars each, one being equal to two cords of wood per day of twenty-four hours, twelve hours being sufficient to distill one charge. For, say ten cords per day, would cost five hundred dollars. Then the setting and arches, the small reburning kilns, small sheet iron affairs, holding about five bushels each, and a few minor accessories, keeping, we are told, within a thousand dollars for the entire plant for consuming ten cords of refuse per day of twenty-four hours. The cost of men and other incidental expenses was given in our last article, thus showing conclusively that working up timber refuse will indeed pay; and the best feature of all is no experienced experts are required to run the affair. Many concerns now running very profitably employ but very cheap labor; in fact, one concern has men of such low order of intellect they are not competent to steal any information.

The profits resulting from this manner of treating refuse cannot be otherwise than considerable. Calling the wood nothing, as it is no more work to place the refuse in the retorts than to pitch out doors, and there is no reason why the appliances could not be arranged to use up the sawdust as well as other refuse as it comes from the mill, then the labor of two men at two dollars per day, machinery, steam and the like, making ten dollars all told, and with ten cords of refuse it needs no great mathematician to estimate the profits; and even if we allow a loss of one-half for the visions of our chemist, a profit still remains that seems marvelous.

There has been a prejudice among blast furnace men against the charcoal from these works, they claiming it to be too soft and friable, but some of the largest concerns in the country have put up entire plants for the manufacture of their own charcoal for their blast furnaces. The one at Elk Rapids, Michigan, have made such a success of it that they consider their furnace really of secondary importance as a home market for their charcoal, the volatile matter from the wood being shipped at more profit



than the products from their cupola, and the gas from the distilling wood is made to heat the boilers of the saw mill. When the gas ceases to come off the distilling wood, it indicates that batch is done and ready to draw, and no chemist can suggest a test of greater accuracy and efficacy.

All being ready, the check damper, described further on, is turned on a freshly filled retort, the door opened, and with long iron rakes the mass is raked out into reburning kilns. These are sheet iron drums, holding say two barrels each, of any form convenient to handle, and when full an iron lid is placed over the top and luted with clay. There being no pressure, but rather the reverse, as the charcoal cools it tends to create a vacuum. These are set away and allowed to cool off gradually, which generally takes all day, care being taken to exclude the air, or else the mass will catch fire by the heat of the charcoal; in fact, while drawing, water must be constantly thrown on the mass to prevent ignition when the air is admitted. When these reburners are opened, supposing the process has been properly conducted, the contents will be found very hard and brittle, showing by analysis nearly one hundred per cent. of carbon, showing that charcoal made in this manner is practically free from friability and softness at least.

With reference to the damper hinted at above, in setting these retorts, which, to hold a cord of wood should be six feet in diameter, and the most convenient length for taking in the wood, say four feet six inches, and should be placed longitudinally in pairs, so the fires need never go out, the fire-box below being made in one section with an automatic shut off, one of the pair being filled in the morning, the other should be left until the first one is half burned, or about, then fill the other and turn the shut off, which will place all the heat under the last one filled, allowing it to remain so until the first one has been emptied of its charcoal and refilled with refuse, when the shut off is turned back, allowing the heat to reach both, and when number two of this series is ready to pull, the shut off is reversed and treated in the same manner as number one. By this means the fires are kept burning perpetually. Otherwise, when a retort was ready to pull it would have to cool off before the men could get near enough to it to pull the charcoal, which would not only entail a great loss of fuel, but seriously impair the charcoal, for the instant the fire is stopped below a partial vacuum is created, and all the distillate in the connections would condense and be drawn back by suction—one of the principal reasons why distilled wood charcoal has not become more popular among furnace men.

In making the connections from the retorts to the condensing chambers a check valve and a well-grounded stop cock should be placed near the retort, for, as before stated, when the mass begins to cool the vacuum thus created will suck back the condensed smoke, the pressure being very slight. In any event, if the condensing chambers are properly constructed, this valve and cock will preclude this possibility, and when refilled the stop cock is kept closed until the check valve begins to click, indicating sufficient pressure to work it, when the stop cock is opened and the accumulated pressure will blow all the condensation over into the condensing chamber, the last distillate being the richest and most valuable of all, and being so strong will taint and ruin, for many purposes, an entire retort of charcoal. It will be noticed on opening a cylinder that every stick and shaving, however minute, will retain its original form and shape.

The liquors are now ready for further treatment, and the degree of purity of the products, of course, will depend on price, but, generally speaking, after a certain limit has been reached, every unit of purity augments the value very rapidly. For example, if acetate of lime is worth two and one-half cents at sixty degrees, if sixty-five degree purity is obtainable, it would be worth two cents, and so on. The acetate is secured by throwing freshly burned lime in the vats. This, having an affinity for the acetic acid, will take it up, or, rather, unite with it chemically in slaking. After being thoroughly slaked, the finely pulverized lime, with the acetic acid it has absorbed, is dipped out with a perforated ladle and placed on tiles to dry, when it is barreled for market.

The gas may be used for lighting the premises, heating the boilers, distilling the alcohol, heating the drying tiles, or any other purpose where an intense heat is needed, but those who have made careful estimates tell us that it is really worth the most for driving off the surplus moisture from the acetate of lime and distilling the wood alcohol, and if the plant has been properly arranged and the pro-

cesses economically and carefully conducted, there will be nearly sufficient gas for both purposes.

The alcohol, when refined and redistilled, is tested by the alcoholmeter and placed in well-pitched, strong cooperage, or in heavily-made sealed cans, each one being marked as to strength and amount of contents.

With reference to the creosote, tar, resin, pitch, paraffine, etc., etc., it depends altogether for what purpose they are to be used. If needed in a chemically pure state, the process of refining is a long and tedious one; if marketed in crude condition, these require but very little additional treatment. At another time, perhaps, we may give the *modus operandi* of refining further all the products of wood distillation.

## LUMBER RECEIPTS.

### RECEIPTS OF LUMBER, LOGS, STAVES, AND BOX SHOOKS AT NEW YORK.

[Officially reported for NEW YORK LUMBER TRADE JOURNAL.]

FROM MARCH 12, 1889, TO MARCH 23, 1889.

Delaware, Lackawanna & Western R.R. (Hoboken):

Lumber.....	116 cars.	Logs.....	11 cars.
Staves.....	1 "	Headings.....	4 "
Box-Shooks....	3 "	Hoops.....	5 "

N. Y. Central & Hudson River R.R. (33d St.):

Lumber.....	351 cars.	Logs.....	10 cars.
Staves.....	5 "	Headings.....	3 "
Box-Shooks....	233 "	Hoops.....	4 "

N. Y. Central & Hudson River R.R. (60th St.):

Lumber.....	10 cars.	Logs.....	7 cars.
Staves.....	18 "	Headings.....	4 "
Box-Shooks....	1 "	Hoops.....	3 "

N. Y., Lake Erie & Western R.R. (Jersey City):

Lumber.....	347 cars.	Logs.....	1 cars.
Staves.....	45 "	Headings.....	20 "
Box-Shooks....	16 "	Hoops.....	1 "

Pennsylvania R.R. (Jersey City):

Lumber.....	107 cars.	Logs.....	12 cars.
Staves.....	1 "	Headings.....	1 "
Box-Shooks....	1 "	Hoops.....	1 "

Pennsylvania R.R. (Pier 4 North River):

Lumber.....	32 cars.	Logs.....	15 cars.
Staves.....	5 "	Headings.....	2 "
Box-Shooks....	2 "	Hoops.....	1 "

West Shore R.R. (Weehawken):

Lumber.....	113 cars.	Logs.....	8 cars.
Staves.....	1 "	Headings.....	1 "
Box-Shooks....	21 "	Hoops.....	1 "

West Shore R.R. (35th St.):

Lumber.....	39 cars.	Logs.....	1 cars.
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Lehigh Valley R.R. (Pier 2 North River):

Lumber.....	6 cars.	Logs.....	1 cars.
Staves.....	1 "	Headings.....	3 "
Box-Shooks....	1 "	Hoops.....	1 "

Old Dominion Steamship Co.:

Lumber.....	48 cars.	Logs.....	12 cars.
Staves.....	35 "		

### SOUTHERN PINE.

From	Hewn.	Resawn.
Apalachicola, Fla.....		
Bailey's Mills, Ga.....		
Baltimore, Md.....		640,000
Beaufort.....		
Bogue Inlet, N. C.....		
Brunswick, Ga.....		
Cedar Keys, Fla.....		
Charleston, S. C.....		269,784
Darien, Ga.....		
Doboy, Ga.....		
Fernandina, Fla.....		1,085,220
Georgetown, S. C.....		400,000
Jacksonville, Fla.....		944,447
King's Ferry, Fla.....		
Mayport, Fla.....		
Mobile, Ala.....		767,346
New Orleans, La.....		
Norfolk, Va.....		
Palatka, Fla.....		
Pensacola, Fla.....		
Port Royal, S. C.....		
Satilla, Ga.....		520,000
St. Augustine.....		251,000
Savannah, Ga.....		573,436
St. Simon's Island, Ga.....		250,000
Washington, N. C.....		108,000
West Point.....		
Wilmington, N. C.....		323,224
Total.....		5,556,457

Of above, 17 cargoes, 4,266,620 feet, came by sail, and the balance by steam.

There also arrived from:

CHARLESTON—508 bds. shingles.

FERNANDINA—710 cs. and 1,596 logs Cedar, 120 pieces lumber.

JACKSONVILLE—3,283 ties, 1,210 bds. shingles.

MOBILE—20,000 staves.

SAN FRANCISCO—56 pcs. Redwood and 2 lots Dyewood.

SAVANNAH—318 logs Cedar.

WILMINGTON, N. C.—19,000 Juniper bolts.

### SPRUCE.

Lumber.....	17 cargoes.
Lath.....	10 "
Piling.....	5 "

## FREIGHTS AND CHARTERS.

### FROM PORTS IN THE UNITED STATES TO RIVER PLATE.

Reported for THE NEW YORK LUMBER TRADE JOURNAL, by John Norton & Sons, 90 Wall Street.

New York, March 26, 1889.

From	Name.	Tons	Rate	Destination.
Portland....	Am. sch. A. R. Weeks	423	\$17 00	Rosario.
"	Br. bk. J. W. Holmes	918	14 00	Buenos Ayres.
"	Nor. bk. Rondo.....	796	17 00	"
Brunswick..	Br. bk. Glengarry..	566	20 00	" f. o.
Bridgewater	Br. bg. Parsee.....	375	22 00	"
P't Discov'y	Am. ship Indiana....	1,488	15 00	"
Calais.....	Am. bk. Louise Ade-	639	16 00	"
Calais.....	laide.....	465	17 00	Rosario.
Portland....	Am. bk. Don Jacinto	585	16 00	Buenos Ayres.
Calais.....	Am. schooner Benj.	678	15 00	"
Boston.....	C. Cromwell.....	488	15 25	"
Portland....	Am. bk. Evie Reed...	488	16 00	"
Bridgewater	British bk. John	545	16 50	Montevideo, f. o.
P't Medway	Black.....	1,449	15 00	"
Portland....	Am. sch. Lucy A.	621	15 00	Buenos Ayres
Puget Sou'd	Davis.....	1,449	15 00	"
	Ger. ship Elvira....			

### COASTWISE AND OFF-SHORE LUMBER FREIGHTS.

Reported for THE NEW YORK LUMBER TRADE JOURNAL, by H. W. Loud & Co., Shipping and Commission Merchants, 23 South Street, New York.

TONNAGE has been in good supply at this port during the past two weeks, but, owing to the lack of outward freights, requiring vessels to go in ballast, charter rates have continued firm.

FROM	TO				
	Baltimore, Md.	Philadelphia, Pa.	New York, N. Y.	Boston, Mass.	New Haven, Ct.
Pensacola, Fla.....	\$ 7 50	\$ 7 75	\$ 8 50	\$ 6 50	\$ 6 75
Apalachicola, Fla.....	7 50	7 75	8 50	6 50	6 75
Mobile, Ala.....	7 50	7 75	8 50	6 50	6 75
Jacksonville, Fla.....	6 00	6 87½	6 87½	6 50	6 75
Fernandina, Fla.....	6 50	6 75	6 75	6 50	6 75
King's Ferry, Fla.....	7 00	7 00	6 75	6 50	6 75
Brunswick, Ga.....	5 50	5 75	6 50	6 50	6 75
Savannah, Ga.....	5 25	5 75	6 00	6 50	6 75
Darien, Ga.....	6 25	6 50	6 50	6 50	6 75
Satilla, Ga.....	6 50	6 75	6 50	6 50	6 75
Charleston, S. C.....	5 50	6 00	6 00	6 50	6 75
Wilmington, N. C.....	5 00	5 50	6 00	6 00	6 50
Port Royal, S. C.....	5 50	6 00	6 00	6 50	6 75
Georgetown, S. C.....	5 50	6 00	6 00	6 50	6 75

We quote recent charters as follows:

Sch. Florence Leland, Mobile to New York, \$6.75 and f. w.

Sch. Bessie Whiting, Mobile to New York, \$7.50.

Sch. Caroline Hall, St. Augustine to New York, \$7 and f. w.

Sch. J. B. Anderson, Smith's Mills to Boston, Cypress, p. t.

Sch. Mary A. Trainor, Fernandina to New York, \$6.75 and f. w.

Sch. Fannie Kimmey, Fernandina to New York, \$6.75 and f. w.

Sch. Elwood Burton, Fernandina to Perth Amboy,



\$6.75 and f. w.

Sch. Stella M. Kenyon, Fernandina to Perth Amboy, \$6.75 and f. w.

Sch. Lawrence Haines, Fernandina to Fall River, \$7 and f. w.

Sch. Nellie F. Sawyer, Fernandina to Boston, \$7.25.

Sch. Standard, Fernandina to Portland, \$7.25.

Sch. Helen Montague, Fernandina to Portland, \$7.25.

Sch. Mary A. Trainor, Fernandina to Philadelphia, \$6.50.

Sch. Mabel Thomas, Fernandina to Fall River, \$7.12½; if New Bedford, \$7.50.

Sch. Nat Meader, Fernandina to Gildersleeve's Landing, Conn., \$6.87½.

Sch. Thos. Clyde, King's Ferry to New Haven, \$7.

Sch. E. V. Glover, Jacksonville to New York, \$6.75.

Sch. Annie P. Chase, Jacksonville to Philadelphia, \$6.50.

Sch. Annie R. Bishop, Satilla River to New York, \$6.50 and f. w.

Sch. Isaac N. Kerlin, Satilla River to New York, \$6.62½ and f. w.

Sch. Mary J. Cook, Satilla River to Boston, \$7.

Sch. Jennie E. Righter, Darien to Philadelphia, \$6.25; or New York, \$6.50 and f. w.

Sch. Effie J. Simmons, Darien to Thomaston, p. t.

Sch. Geo. W. Moulton, Jr., Darien to Bath, p. t.

Sch. Jennie Lockwood, Darien to Waldoboro, \$7.25.

Sch. Prescott Hazeltine, Brunswick to Elizabethport, \$7.

Sch. Willie L. Newton, Brunswick to New York, \$6.50 and f. w.

Sch. Tom Williams, St. Simon's to New York, \$6.50 and f. w.

Sch. E. H. Weaver, St. Simon's to New Haven, \$6.50.

Sch. J. W. Gaskill, Savannah to Philadelphia, \$5.75.

Sch. Chas. F. Tuttle, Savannah to New York, ties, \$5; lumber, \$5.50.

Sch. Clara Rankin, Savannah to Philadelphia, \$6.50.

Sch. Hannah F. Carleton, Charleston to Hansport, U. S., \$10 and discharged.

#### LOG JAMS

on the St. Croix are especially apt to occur at Angle Rock, where a mass of trap-rock juts out from the Minnesota shore nearly opposite the landing at St. Croix, and around which the river runs at about a right angle. They generally happen at the June rise, when the stream is full of logs that have been hung up along the banks, and the current is strong. Notable ones have been those of 1865, 1877, 1883 and 1886; the latter being the greater. It required the work of two engines, several teams, and over 200 men for some six weeks. About 150,000,000 feet of logs were held back by this jam.

#### HIGH RATES.

THE rate on the Canada Pacific R.R. from the Rocky Mountain mills to Regina, 400 miles eastward, is \$135 per car. This makes it blue for these mills, as east of Regina the demand can be supplied from the region of the Lake of the Woods. But if these high rates prevent the mills from cutting, they do not stop the serious ravages of the forest fires in the mountains. There were five mills built in 1884 between the summit of the Rockies and Revelstoke, 150 miles west of that point. While the road was building these mills had plenty of work getting out stuff for bridges and snow sheds, but since the road was finished they have had almost nothing to do.

76,700 lbs. of tin ore from the Black Hills, Dakota, in blocks, some of them weighing from 2,600 to 5,400 lbs., and taken from different mines in a district forty miles long, by English experts, for a company in which British capital is largely interested, were recently exhibited in England. The ore is richer than that from the mines of Cornwall. The London *Chronicle* concedes that before long this country will not only not need outside tin, but will have enough for export. At present we get \$30,000,000 a year of bar tin and plates. Of bar tin we use one-third of all that is now produced in the world. The "greisen rock of Dakota," says the *Chronicle*, "can be cheaply mined by crushing and washing in the usual way, and it is particularly adapted to wet concentration by processes well known in Cornwall." The London *Industrial Review* thinks that it will be only a short time before the United States will be independent of all outside supply. The Dakota ore is in such shape and so near the surface that it can be reached more easily and cheaply than in Cornwall or any other tin producing region.

## THE EXPORT TRADE.

### WHITE PINE.

EXPORT trade is reported as brisk, and the amount of lumber shipped during the month has been large. It is fortunate that the opening of the canals is close at hand; otherwise this market would be about stripped, as the stock now in the various yards is light. The early opening of the Hudson has enabled Albany shippers to resume their shipments to this vicinity, and it is needless to state that no time was lost in taking advantage of the opportunity by buyer and seller. Prices on shipping lumber are firm, and quite satisfactory.

### PRICES CURRENT.

#### White Pine.

##### WEST INDIA SHIPPERS.

8 in. and over..... \$17 50 | 10 in. and over..... \$18 50

##### RIO SHIPPERS.

1 in. x 12 in. and over.... \$19 50 | 1 in. x 14 in. and over.... \$21 00

##### PARA SHIPPERS.

1 in. x 12 in. and 14 in..... \$20 00@ \$21 00

##### RIVER PLATE.

Clear selects..... \$52 00 | Selects..... \$40 00

##### SOUTH AMERICAN SHIPPERS.

No. 1..... \$29 00 | Common (for deck loads) \$15 00

No. 2..... 18 50@ \$19 00

##### AFRICAN MARKET.

Clear..... \$53 00 | No. 1 shelving, dressed

dressed..... 55 00 | four sides..... \$30 00

Selected shippers, rough..... 19 00 | No. 2 shelving, dressed

dressed..... 21 00 | four sides..... 28 00

No. 3 shelving, dressed

four sides..... \$24 00@ 25 00

##### AUSTRALIA.

Clear..... \$55 | Fourths..... \$50 | Selects..... \$45 | Pickings.. \$40

Shelving, dressed four sides..... \$23 00@ \$30 00

1 x 10 in., dressed one side tongue and grooved... 21 00@ 24 00

### Pitch Pine.

River Plate and Brazil cargoes, f. o. b., at Atlantic ports..... \$13 50@ \$14 50

River Plate and Brazil cargoes, f. o. b., at Gulf ports..... 12 00@ 13 50

West Indies cargoes, f. o. b., at Atlantic ports..... 12 50@ 13 50

Gulf ports..... 11 50@ 13 00

Windward Islands cargoes, f. o. b., at Atlantic ports..... 14 00@ 14 50

Windward Islands cargoes, f. o. b., at Gulf ports..... 13 00@

Spanish orders, cargoes, f. o. b., at Atlantic ports..... 13 00@ 13 50

Gulf ports..... 12 50@ 13 00

### Sycamore.

All clear, rough or dressed, one or both sides, 13, 15, and 17 in. wide, in stipulated proportions of each width..... \$33 00@ \$35 00

### Walnut.

8 inch and up, 10 feet and up..... \$120 00@ \$125 00

10 " and up, 12 " and up..... 125 00@ 135 00

The above prices are for orders containing a fair proportion of 1 inch. If all plank are required, special prices are made.

### Oak and Ash.

10 in. and up, 12 feet and up..... \$45 00

### Hickory.

10 in. and up, 12 ft. and up..... \$80 00@ \$85 00

### Maple and Beech.

10 in. and up, 12 ft. and up..... \$45 00

### Poplar.

10 in. and up, 12 ft. and up..... \$40 00@ \$42 50

Wide stock is worth from \$45 to \$60, according to width.

Second growth Ash and Hickory, to order..... \$85 00@ \$90 00

### Cooperage Stock.

#### PIPE STAVES.

Extra heavy.. \$140@ \$145 | Heavy... \$110@ \$115 | Light... \$100@ \$105

#### HOGSHEAD STAVES.

Extra heavy.. \$100@ \$110 | Heavy... \$70@ \$90 | Light.. \$60@ \$70

#### BARREL STAVES.

Extra heavy.. \$70@ \$75 | Heavy... \$55@ \$60 | Light... \$40@ \$45

#### RED OAK HOGSHEAD STAVES.

Extra heavy..... \$65@ \$75 | Light..... \$30@ \$35

CINCINNATI claims the credit of the system of selling furniture on the installment plan. It has grown to great proportions since it started a dozen years ago. The prices paid by purchasers are about double those charged cash buyers, says the *Furniture Worker*, but this is necessary, as it requires more capital to begin such a business. Detectives must constantly be employed to prevent removal or concealment of articles. Collection, too, is often costly.

### SHEDDING PIERS.

THE following opinion of Judge Patterson in the case of the people against Bostwick and others will be interesting reading to all who, with the JOURNAL, combated this grab game.

The mills of the gods grind slow, but ultimately we expect they will grind out justice for lumbermen and others who at present have nowhere to unload a canal boat. The learned judge says:

"This action is brought to restrain the defendants from proceeding with the erection of a structure called a shed upon the pier at the foot of Jefferson street, East River, in the City of New York, and to compel the removal of

such portion of the structure as has already been built.

"The general rule of law respecting the erection of buildings or sheds upon the docks, wharves and piers of the City of New York prior to the year 1871 has been announced in several adjudications of this court and in the Court of Appeals. A condensed statement of it is given in the opinion prepared by Mr. Justice Macomber at the General Term in *The People vs. The Baltimore and Ohio R. Co.*, decided at the December Term, 1888; although all the authorities are not cited. It is there said that 'under the ancient charters of the City of New York and under colonial and State legislation down to the year 1871, incumbrances and obstructions upon the wharves and piers, which might interfere with free navigation (free use of the wharves, etc.), seem not to have been permitted by law. *People v. Mallory*, 46 *How.*, Pr. 283. *Commissioners of Pilots v. Clarke*, 33 *N. Y.*, 251.' The charters and legislation referred to are mentioned by Mr. Justice Brady in *People v. Mallory*. But the legislation of 1871 did not permit these obstructions to be made. In that year the legislature created a new system respecting the docks, wharves and piers of the city, or as Judge Finch states it, in *Kingsland v. The Mayor*, 110 *N. Y.*, p. 578, 'the city charter of the previous year was amended so as to change the whole dock system of the city. The law provided for a plan which should girdle the whole city with new wharves and piers belonging wholly to the municipality,' etc., and 'the act vested in the Department of Docks authority over the whole system, and enacted that from the time of the adoption of the plan no wharf, pier, bulkhead, basin, dock, slip or any wharf structure or superstructure shall be laid out, built or rebuilt in their territory or district (which includes the pier in question), except in accordance with such plan.' The learned judge for the court then proceeds to say, 'At this date (1871) sheds existed on many piers leased by steamer lines and which excluded the last opportunity of anything like a public use and made them in effect completely private wharves. These sheds, whether erected with or without the assent of the city, were unlawful and a violation of positive law. In *People v. Mallory* the question was raised. An attempt was made to argue from the use of the word 'structures' in the act of 1871 an intention to legalize existing sheds and ratify their construction. The attempt failed. The court held, and I think with entire accuracy, that the act of 1871 in no manner made lawful the erection of sheds upon piers or bulkheads, that no authority existed for their construction and that they were forbidden by law.'

"Up to this point, therefore, we have it established that all these structures were unlawful, and that under the act of 1871 no power was vested in the Department of Docks to permit their erection upon piers. The new dock system was authorized and a new plan was subsequently adopted by the proper municipal authorities, but until the year 1875 nothing was done to legalize what is termed the 'shedding' of the wharves or piers. In that year an act was passed which for the first time gave legislative sanction to the obstruction of the piers by buildings of this character, and it is upon that legislation the defendants must rely. It was subsequently in substance re-enacted as Sec. 732 of the Consolidation Act (*Ch. 410, Laws 1882*), and is so far as material as follows: 'Whenever a person, company or corporation, engaged in the business of steam transportation, shall be the owner or lessee of any pier or bulkhead in the City of New York, and shall use and employ the same for the purpose of regularly receiving and discharging cargo thereat, it shall be lawful for such owner or for such lessee, with the consent of the lessor, to erect and maintain upon such pier or bulkhead sheds for the protection of property so received or discharged, provided they shall have obtained from the Department of Docks in said city a license or authority to erect or maintain the same and subject to the conditions or restrictions contained in such authority. All sheds or structures erected or maintained upon any wharf or pier in the City of New York, under any license or permit granted by the Department of Docks in said city, are declared to be lawful structures,' etc., and it is provided in effect that the owner or lessee with such a permit may have the exclusive use of the premises so owned or leased during the continuance of the license or permit.

"The facts appearing on behalf of the defendant, Bostwick, show that he is the lessee of the pier and that he has such a permit from the Dock Department as is referred to in the section quoted, and that he or his assignee is engaged in the business of steam transportation. But the power and authority vested in the Dock



Department to confer the right to build upon a pier and the exclusive use thereof is subject to a limitation or reservation which, the plaintiff urges, renders the permit granted to Bostwick ineffectual. It is an exception contained in Sec. 773 of the Consolidation Act, which provides that 'it shall not be lawful to interfere with the free public use as now enjoyed, etc., etc., of any wharf, pier or slip or bulkhead adjacent thereto in the navigable waters of the East River, in the City of New York, which has been heretofore used for the loading and discharging of sailing vessels regularly employed in foreign commerce and having a draught of more than eighteen feet of water, and the provisions of the preceding section shall not apply to any such wharf, pier or slip,' etc. It is clearly shown in this case that heretofore and before the destruction and removal in the year 1888 of the pier situate at the foot of Jefferson Street, that pier was used by sailing vessels answering the description and engaged in the commerce referred to in this section. Taking the two sections together, it would follow as a necessary consequence that if the pier, the shedding of which has been enjoined, is the same as that to which vessels resorted within the contemplation of Sec. 773, there would be an undoubted right of the people of the State to maintain the injunction; but there is now introduced a new set of circumstances giving rise to and opening for discussion another question. It is asserted by the defendant that the present pier at the foot of Jefferson Street is not that pier which was used by sailing vessels engaged in foreign commerce, but that it is an entirely new pier, built on a different plan, existing under different conditions and subject to a different rule. The proper consideration of this contention requires a recital of the facts upon which it is based.

"Prior to May 1, 1888, the pier which extended into the East River at the foot of Jefferson Street was known as No. 46. At about that date the Department of Docks of the City of New York determined to remove that pier and build another. A contract was made, pier 46 was entirely demolished, the material of which it was composed was removed, and another construction was put up, now called "Pier 36, new." It was finished about January 10, 1889, and as Pier 36, new, has been leased to the defendant, Bostwick, with the license to erect the shed. Is this Pier 36 a new pier (in other respects than as to the material of which it is composed), and not the same pier as that formerly known as No. 46? If it is a new, distinct and different pier, it is not within the exception of Sec. 773 of the Consolidation Act, and the Department of Docks had power to permit the shed to be constructed. It is argued by the defendants that it is an entirely new pier, relieved from the restriction as to shedding, because it was projected and built in accordance with the plan adopted for the new system of docks under the authority of the act of 1871. Upon that plan a new bulkhead line was laid out for the East River, situated 130 feet easterly of the bulkhead line as it existed before April, 1871. There was also projected on the plan a new Pier 36, which was located to the south of Pier 46, and between it and Pier 45. The new pier was to extend into the river 350 feet and was to be 80 feet wide. By this original location it was to be in every respect independent of old Pier 46. Nothing in its situation or dimensions was to be similar to the old pier. This projected new pier was never erected. Instead of that it was determined to remove old Pier 46 and to change the site of new Pier 36 to the foot of Jefferson Street, and to alter its width as fixed upon the plan from 80 to 40 feet. The Dock Department had authority to change the location and width of piers laid out on the new plan by consent of the commissioners of the sinking fund, and that consent was applied for and obtained with respect to new Pier 36. The new construction as built certainly does differ in some particulars from old Pier 46. It begins at the new bulkhead line, which is distant 130 feet easterly from the bulkhead at which Pier 46 began, but it is built substantially on the lines of Pier 46 for some distance, and is carried on almost continued lines beyond the point in the river at which Pier 46 ended. From the new bulkhead line to a point at which the easterly line of the old pier was drawn, it is merely a new structure taking the place of the old pier. It seems to me that this new construction is not the erection of a new pier on the new plan. . . . It is in fact merely a substituted structure, built precisely as it would have been built (with trifling deflections of direction) had the avowed purpose been to rebuild and extend Pier 46. We must look at what has actually been done by the Dock Department and not merely to the forms pursued to effectuate what it has done. Incontestably the location of a projected new pier may be changed on

the new plan by consent of the commissioners of the sinking fund, but that cannot be done in such a way as to destroy the public right in piers which by the express will of the legislature are to be kept open for the free use of those engaged in foreign commerce, within the terms of Sec. 773 of the Consolidation Act. If what has been done as to this pier operates a lawful change in the location of a new pier, then every pier in the East River used for purposes corresponding to those for which Pier 46 was used may, under the pretext of a change of location of a new pier projected on the plan of 1871, be demolished, a new structure as to material put up, and the beneficial provisions of Sec. 773 be completely nullified. The statute cannot be thwarted and evaded in this way. The authority to change the location of piers must be construed in connection with the interdiction upon interference with the free public use mentioned in Sec. 773, and the removal of a pier to be replaced by another would be a total destruction of the public use, unless the substituted structure is to be regarded as open to that free public use. The intention of the legislature is plain and plainly expressed, and the power of the Dock Department is subordinate to that intention.

"I am of opinion that the injunction must be maintained for the reasons mentioned. I have no doubt that the erection of the shed would interfere with the free use of the pier."

THE N. Y. *Marine Journal* differs from the N. Y. *Herald* as to the likelihood that steamboats will before long give up the effort to compete with railroads. The new roads along the south shore of the Ohio, between Parkersburg and Cincinnati, will at first cut into the traffic of the packets, but after the novelty of the railroads has worn off, the country in the meantime having become more thickly settled, the old activity will be resumed. Railroads cannot kill river steamboating, which was established in 1811, to stay.

THE public school building at Laramie City, Wyoming Ter., was built of stone brought from Michigan, while beds of good limestone come to the surface within two, and good granite within twenty miles. For the first stone building in San Francisco it is said the stone was brought from China, and for other buildings since from Scotland and New England. Yet the California rock compares favorably with any other. Public and private buildings in Cincinnati have used stone brought 1,500 miles by rail, while neighboring quarries in Ohio and Kentucky export their output to St. Louis, New Orleans and other points, east, west, north, and south.

NOWADAYS the best internal plaster ornaments, says *Building*, are done in canvas plaster by spreading upon the inside of the mould a thin coat of fine plaster of Paris. Into this is pressed very thin open canvas in strips, and upon this coarser plaster is spread with a brush. Strips of wood are fastened to the back with canvas and plaster, and the whole dried as soon as may be in a hot room. The ornament can then be fastened in its place on the wall with screws and painted. Lightness is a great merit in such pieces, as they never do harm if they get loose and fall, as sometimes happens when they are heavy.

## GREAT BRITAIN.

Some Statistics—Freights from Pitch Pine Ports Firm—An Improved Business in London—A Steady Trade on the Clyde.

REPORTS FROM BRISTOL, LIVERPOOL, LONDON, GLASGOW, ETC.

[Reported exclusively for THE NEW YORK LUMBER TRADE JOURNAL, by our Special Correspondent.]

### BRISTOL.

BRISTOL, March 13, 1889.

ACCORDING to the Board of Trade returns, the quantity of wood imported into this country from the United States, during January and February, amounted to 35,819 loads, value £128,148, against 26,389 loads, value £88,589, for the corresponding period of last year, an increase of 9,430 loads, of an official computed value of £39,559. The average price per load was some six and a half per cent. higher than in 1888.

Freights continue firm, and from the Pitch Pine ports rates have a tendency to harden. As to the future of the market, it is most difficult to express an opinion, com-

petent authorities being wedded to widely divergent views. Present rates are as follows: Mobile to Glasgow, sawn timber, 140s.; Pensacola to United Kingdom, hewn timber, 40s., sawn timber, 135s.; Quebec to Greenock, timber, 27s. 6d.; ditto to Liverpool, timber, 29s.; ditto to London, deals, 62s. 6d. It is also reported that some steamers have been taken up from Pensacola at 55s. per ton register, shippers to pay all port charges.

Few fresh contracts for Pitch Pine appear to have been closed, most of the importers having satisfied their immediate requirements. Present values c. i. f. to a good port in the United Kingdom, always afloat, are for 80 feet average, hewn, 66s.; 35 feet average, sawn 66s., 32½ feet ditto, 65s.; with planks for stowage at £9 per standard.

Prime quality Whitewood or Yellow Poplar, 22 in. and up, 27 to 29 in. average, is quoted at 1s. 6d. c. i. f. to Avonmouth.

### LIVERPOOL.

As is usual at this season of the year, the import of wood goods lately has been light. A fair amount of business has been done, and with generally reduced stocks, prospects are most auspicious. The Manchester Ship Canal continues to absorb large quantities of sawn Pitch Pine and Spruce, and a good demand from that quarter may be anticipated during the year.

There has been no hewn Pitch Pine imported of late, and the present stock is almost entirely in the hands of one firm. Three cargoes of sawn have arrived, but there is a good demand for this class of timber, and of the 100,800 feet reported in stock on February 28, only about 25,000 feet now remain unsold. A fine cargo of Sullivan's manufacture, 51 cubic feet average, shipped from Pensacola, realized an average price of 1s. 7½d. per cubic foot, ex quay, a considerable advance on the average of previous sales.

As will be seen from the statistics given below, Oak wagon planks have gone largely into consumption, while supplies have come forward more sparingly. Present prices for first class parcels of suitable specification range 2s. to 2s. 2d.; medium quality realizing from 1s. 8d. to 1s. 11d. per cubic foot, ex quay. Coffin planks fetch from 2s. 6d. to 2s. 9d. per foot.

The stock of Sequoia or Californian Redwood is quite exhausted, and as it has found favor in the eyes of many buyers over here, a small consignment would satisfactorily benefit the shipper.

The following figures indicate the comparative import, consumption, and stock in cubic feet for the past month:

	Import.		
	1887.	1888.	1889.
Pitch Pine, hewn...	11,000	28,000	nil
" " sawn.....	237,000	nil.	151,000
" " planks.....	9,000	2,000	21,000
Oak logs ..	nil	12,500	nil
" planks.....	47,000	115,000	64,000
	Consumption.		
	1887.	1888.	1889.
Pitch Pine, hewn.....	40,000	76,000	50,000
" " sawn.....	196,000	156,000	179,000
" " planks.....	15,000	5,000	8,000
Oak logs.....	30,000	35,500	44,000
" planks.....	70,000	96,000	83,000
	Stock.		
	1887.	1888.	1889.
Pitch Pine, hewn...	61,000	268,000	56,000
" " sawn. . . .	270,000	78,000	108,000
" " planks.....	48,000	18,000	33,000
Oak logs.....	113,000	86,000	140,000
" planks.....	77,000	221,000	139,000

### LONDON.

In the metropolis business generally is improving, and the increased deliveries from the docks indicate that a satisfactory trade, compared with last year, is being done in wood products. The building trade, which has long been in a state of stagnation, appears to be looking up, although the weather just at present is not very favorable for out door work.

The chief feature of recent trade has been the big two day auction sale of White Pine goods, at which there was an unusually large gathering of the trade. Some 315,000 pieces were offered "without reserve," and the following prices were obtained:



First Pine, 3 inch:		
Broad, 12 feet and up	£25.00 to	£26.10
Regulars	24.10 to	26.00
Undersized	16.00 to	23.00
Second Pines, 3 inch:		
Broad, 12 feet and up	17.00 to	18.00
Regulars	16.15 to	17.10
Undersized	12.10 to	14.15
Third Pines, 3 inch:		
Regulars	10.05 to	10.10
Undersized	8.00 to	9.00
Fourth Pines, 3 inch:		
Regulars	8.05 to	8.15
Undersized	7.15 to	8.05

All per Petersburg standard hundred. Some of these prices are under the estimated cost of the coming season's import, so that buyers did not fare so badly.

There is more inquiry for Satin Walnut or Gumwood, but good wood only is required, small shipments of which description would doubtless do well.

For Whitewood in the log there is not much demand, prime quality planks being chiefly sought after, realizing from 1s. 9d. to 2s. 6d. per cubic foot.

#### GLASGOW.

A quiet but steady trade is being done on the Clyde. Fresh contracts have been obtained by the shipbuilders, and if ill-advised labor complications can be averted, this important industry will have a prosperous year. Concomitantly with the revival in shipbuilding, there is a better demand for house property, and a lot of new buildings are in process of construction. The anticipated contracts for cruisers has caused quite a flutter of excitement in local shipbuilding circles.

The Hardwood trade is still flourishing, there being a good demand and prices on the boom.

**Black Walnut.**—Supplies of late have been limited, only 442 logs having arrived to the end of February. The stock at Queen's dock amounts to 1,150 logs, the greater part of which is already sold. Prime logs of good size can be readily disposed of ex quay at improving prices.

**Whitewood.**—Stock on February 28, at the dock, only amounted to about 36 logs, so that fresh arrivals will come to a bare market and meet with a ready sale.

**Pitch Pine.**—With the knowledge that higher prices will have to be given to replace existing stocks, holders are firm in their ideas of value. This wood is now used for shipbuilding as well as for general purposes.

#### HAMBURG, GERMANY.

**The Market in Good Condition—Walnut Higher—All About Hardwoods—Some Information for Hemlock Men.**

[Special Correspondence NEW YORK LUMBER TRADE JOURNAL.]

HAMBURG, March 11, 1889.

I HAVE been absent from home on a business trip, selling lumber for my principals on your side. You will therefore kindly excuse the delay in sending you fresh reports about our market.

Having returned on Thursday last and now brought my correspondence in order again, I am using the first free moment to inform you that our market is in a wonderfully good condition; a brisk inquiry for all kinds of wood goods, both hard and soft woods.

It seems that shippers on your side have taken good note of my hints, for speculative shipments seem to have grown less, and on account of this Walnut prices are higher, and the last auction sales realized 10 to 15 per cent. better values for logs. These auction prices and prices in legitimate trade will increase gradually, as long as shippers abstain from flooding our market again with consignments.

Walnut logs of better character are in strong demand, though our auction stock is still heavy enough, consisting of 4,353 logs. Therefore, your readers may reckon upon rather higher prices than those quoted in my report of January 11, in your number 63.

Walnut lumber is also in a good position, and finds ready buyers at the following prices. Good firsts and seconds, per 1,000 feet:

1 in. and up commons	\$80 to \$85
1 " "	110 to 120
3/4 " "	90
5/8 " "	82

1/2 in.	\$68
3/8 " "	60
1/4 " "	50

Walnut squares were never so scarce as at present, and higher prices are obtainable than quoted in my report of January 11, in your number 63.

Walnut dimensions stuff, especially sewing machine boards, 1 in., are asked for at \$100 to \$110 per 1,000 feet.

Walnut clear straight grown small boards, for mouldings, 4 in. and up wide, 6 ft. and up long, are salable at the following figures per 1,000 feet:

1 in. and up	\$100
3/4 " "	83
5/8 " "	76
1/2 " "	62
3/8 " "	53
1/4 " "	43

Oak.—Dry, fine White Oak lumber meets with a very quick sale, and it seems that I have outsold my present principals. I quote to-day the following prices of plain White Oak per 1,000 feet:

2 1/2 in. and up	\$54 to 56
1-2 " "	50 to 52
3/4 " "	42 to 44
5/8 " "	37 to 40
1/2 " "	32 to 34
3/8 " "	27 to 30
1/4 " "	22 to 24

These prices are for best firsts and seconds of good color, 8 in. and up, 14 x 15 in. average widths, 70 per cent. to be clear lumber, fully dry, full squared, full measure, superiorly sawn, not too much sap, and free from black wormholes.

1 in. and 1 1/4 in. x 5 to 7 in. clear floorings, 12 to 16 ft., \$52; only 5 in. or 6 in., and lengths according to buyer's order up to 20 ft., \$55 to \$60 per 1,000 feet.

Parquet strips, \$45 to \$48. Of parquet strips just the following sizes are required in large quantities: 1 in., 1 1/4 in., 1 1/2 in., 2 in. and 3 in. thick x 3-16 in. wide, 3 ft. and up long, free from defects.

Quarter sawn White Oak, firsts and seconds, per 1,000 feet:

2 1/2 to 4 in.	\$65 to 66
1 to 2 " "	56 to 60
3/4 " "	50 to 52
5/8 " "	48 to 50
1/2 " "	40 to 42
3/8 " "	36 to 38
1/4 " "	32 to 34

Fine 2 1/2 to 4 in. quarter sawn deals wanted.

White Oak squares of prime quality, without heart and other defects, may bring at present \$45 per 1,000 feet.

There exists a small demand for large prime White Oak veneer logs of good color and free from worm.

White Ash lumber.—There are some large buyers in the market for large and small quantities, but they will not pay more than \$43 to \$50 for 1 in. to 4 1/2 in. thick, good firsts and seconds, most 2 to 4 1/2 in., 12 ft. and up, with at least 80 per cent. over 17 ft.

Whitewood lumber also in better demand than it was ever before, especially wide sizes.

Good firsts and seconds, 10 in. up, are worth per 1,000 feet:

1 in. and up	\$46 to 50
3/4 " "	35 to 36
5/8 " "	30 to 32
1/2 " "	28 to 29
3/8 " "	23 to 24
1/4 " "	16 to 18

All the other kinds of American Hardwoods form only a retail trade, and only small quantities are ordered, to ship together with other lumber.

I am sure a trade of considerable size can be done, notwithstanding the higher duty, in dry finished floorings, tongued and grooved, as well as in White Oak and Pitch Pine and North Carolina Pine, and should be glad to learn the figures and the weight per 1,000 feet in which they can be furnished by carload lots from your side. When the weight for 1 in. nominal Pitch Pine floorings, 3/8 in. after planing, does not exceed 3,000 lb., I can quote to-day: For clear from knots and sap on the planed face, \$34 to \$36 per 1,000 feet; with bright sap and a few small knots on the face, \$24 to \$26 per 1,000 feet. Also other finished goods, as Pitch Pine ceilings, panels, etc., may now find a market here.

Prime rough Pitch Pine lumber, 1 in. and up, 9 in.

and up wide, is worth by carload lots \$32 to \$33, and I think that North Carolina Pine should be salable here at \$28 to \$30 per 1,000 feet.

Our increasing steamer communications with the States, especially the new lines with Baltimore, will facilitate this trade very much.

Hemlock.—I am glad to inform you that I have succeeded in introducing this wood in Germany, and I have already sold twenty large cars as samples to twenty different buyers, and can quote the following prices:

1, 1 1/4, 1 1/2, 1 3/4, 2 x 9, 12 in., most 10 and 12 in., the following lengths, 14, 15, 16, 18, 19, 20, 21 and 22 ft., for dry, unassorted lumber, mill culls out, \$23; first class merchantable, \$25.20 per 1,000 feet. 3/8 x 11 in., 15 ft. long, would be a good size, also 3/4 in. x 10 in., 10 or 20 ft., at \$20.13 for 3/8 in.; at \$17.25 for 3/4 in.

If these sample cars meet with buyers' satisfaction, contracts can be made for this lumber by the hundreds of cars. I can then sell also narrow sizes, 4 in. and up wide, and perhaps also dimension timber.

You see all can be sold and introduced without being sent out on speculation and slaughtered at the auctions, if only the right hands take care of the sale.

Besides Hemlock, we want here a better wood, which must not be so heavy and resinous as Pitch Pine—a Pine or Fir—something like the Baltic goods, to be pretty clear; a wood like your Northern Yellow Pine, perhaps, but it must not cost more than \$30 to \$32 for narrow and wide sizes together per 1,000 feet, c.i.f. Rotterdam and other ports. Should be glad to hear whether any of your readers can propose something suitable.

How is your Norway Pine?

Kindly note that all my quotations are to be understood ex ship European ports, only less commission and 2 1/2 per cent. for cash.

#### ANOTHER REPORT.

THE report of Messrs. J. F. Muller & Son, of Hamburg, Germany, dated March 4, 1889, on foreign timber, states substantially as follows:

Although February was decidedly winterish and inspection, in consequence, difficult, as river transportation was not yet open, yet the result of the last auction was very good. The hope that was expressed at the close of last year, that higher prices would be paid, so as to help out the shippers, in spite of their higher sea freights and difficulty of finding transportation, has been realized. We could wish that this result might also help to bring about an improvement in the quality of timber, in which respect, indeed, a modest beginning is already observable. The remarkable advance—we mean of prices for better class of timber—can only favor the furnishing of good stuff, and we should be pleased if the supplies for our market were selected with a fuller understanding of the conditions and a regard to the prevailing want. In spite of the above-mentioned good sale and the weaker receipts, stocks are steadily maintained; and the timber offered at the sale did not cover more than a half of the stock on hand. The higher condition of prices is largely the result of the owners holding back their stocks. For the next auction of the current year, we cannot, as yet, name any possible date, as it depends on the time that ship navigation shall open.

CEDAR, for lead pencils. Sales of 283 pieces, in part fresh stock, at better prices. Stock remaining on hand, 510 pieces.

OAK and ASH, American, are but little inquired for or sold.

HICKORY, American. Sold, 18 sticks; on hand, 88 sticks.

CHERRY, American. Sales of 7 logs; on hand, a few deals.

MAHOGANY. The smaller receipts have stiffened prices and the present inquiries have almost exhausted stock.

WALNUT, American. Owing to the limitation of offers for sale to about one-half of the supposed stock, and owing also to the sharp demand previously, prices averaged ten per cent. higher than at the November auction. For good quality the advance was considerably greater than on the poorer stuff. We very much hope that our wishes for a better quality of imports will be seconded, and attempts made to keep the market lively. At retail there has been a sharp inquiry. The stock of planks and deals remains pretty large yet, owing to continuous arrivals. Nevertheless, prices have stiffened.

GUM, American. Sales, 18 logs; stock, 65 logs.

POPLAR and WHITEWOOD, American. There have been no arrivals so far this year, and prices would show an advance on limited quantities offered for sale. Sales, 151 logs; stock, 196 logs.



**All clear..... \$50 00@ \$55 00**

Cabinet, 8 in. and up wide, 12, 14, and 16 ft. long, largely clear.....	\$36 00@	\$40 00
Car and bridge bills, cut to size (merchantable)...	23 00@	26 50
Quartered, 1 in., 6 in. and up, 12, 14, and 16 ft., clear and fine 2ds, all figured.....	47 00@	49 00
Thicker.....	\$49 00@ \$53 00	33 00@ 35 00
	2ds.....	

Hickory.....	\$55 00@	\$65 00	Ash.....	\$55 00@	\$60 00
White Oak.....	45 00@	55.00	Yellow Oak.....	40 00@	45 00

A. C. GLIDDEN, in *Rural Home*, says that it is a well established fact in countries where agriculture is much better understood than in the United States, that all land suitable for tillage shall be cultivated, and that all that cannot be tilled with profit shall be covered with trees, a new crop being planted at once when the mature timber is cut off. A German farmer would as soon allow his cattle to range in his wheat fields as in his forests. With us farm wood lots are generally pastured in spite of the well known fact that cattle or sheep soon make woodland unproductive of timber fit for structural use.















the trade here. There is an excess of dry lumber in the city of close to 50,000,000 feet, as compared with a year ago, and some few are a little uneasy over the unpalatable fact, especially so because of the promised early opening of navigation, and the fact that there is a further excess of nearly 600,000,000 feet in the three great Northwestern lumbering States, Michigan, Wisconsin, and Minnesota. However, it is generally conceded that the shortage of the cut of logs will about even the scale, and providentially, say some of the lumbermen, prevent any glut in the market during the year.

The commission men are talking loudly of opening the cargo market with piece stuff at \$11, an advance of \$1 over the closing price last fall. On the other hand, the buyers stoutly contend that they will not pay over \$9. While the prospects are not good for an opening at the latter figure, it is reasonably certain that \$10 will be the maximum figure.

It is rumored on pretty good authority that a reduction will shortly be made in lumber rates on all roads leading out of Chicago, aggregating nearly 20 per cent., while there is likely to be an increase of about the same proportion from nearly all the Northern manufacturing points to Illinois, Iowa, and Missouri River points. This means that there will be lots of "fur flying" a little later on.

The Hardwood dealers have their hands in each other's wool in fine shape. They have been meeting in secret conclave for some time back, and among other of their transactions was an iron-clad price list to govern future retail sales. But their promises, pledges, and protections are lightly regarded, and as one member put it, "they are made one day and violated the next."

Trade is improving and the outlook is regarded as bright for the year.

There is a scarcity of dry Ash, and holders are pretty stiff in their demands.

Oak is being offered, freely, and dealers are surprised to find so great a quantity at interior points, as it was thought in the fall that there was a serious shortage.

Walnut is commanding somewhat better prices, and sales are reported heavier than a year ago.

Whitewood continues in excellent demand. The supply being scant, values are steadily going upward.

The cheaper woods, Elm, Basswood, Cottonwood, Gum, etc., are in good demand, and prices materially firmer than a month ago.

Red Gum is meeting with greater favor, and considerable will be used here during the season for interior finish.

Quarter-sawed Sycamore is having quite a run, and the light stocks in the yards here last fall are down nearly to the last board in most of the yards. In some of the residences now in course of erection it is entering largely for interior finish.

The demand for Mahogany has more than doubled within the past year. It is entering more largely into interior finish and furniture than ever before, besides being used for a multitude of other purposes. We heard of a purchase a few days ago of one lot of ten car loads, and thinking this was a big sale, made a few inquiries, but was surprised to hear that this was considered a small transaction by the firm in question, another order having but recently been given for 1,100,000 feet—110 car loads. Think of it!

Sash, door, and blind matters show little improvement. The life of the trade is being cut by present low discounts. A supreme effort will be made at a meeting, April 17, to cause the manufacturers and jobbers to peep through the same key hole. Both hope for a readjustment, and word is being passed along that all *must* fall into line at that time.

The Yard Dealers' Association is up in arms over the proposed repeal of section 35 of the State lien law. The change would work great injustice to the dealer in building material, and the National Association of Retailers is also protesting against a change.

The officers of the Lumbermen's Mutual Insurance Company are greatly encouraged with their success so far, and the venture is no longer regarded as an experiment. Applications are being received for lumber insurance from all parts of the country.

The Lumber Exchange has decided to retain its old quarters (Franklin and South Water Streets) for another year, at least.

## OTTAWA, CANADA.

### Some Distasteful Legislation Proposed Regulating Inspection—Canada to be Divided in Four Districts, with an Inspector General for Each—The Same Old Methods may Prevail, However.

[Special Correspondence NEW YORK LUMBER TRADE JOURNAL.]  
OTTAWA, CANADA, March 25, 1889.

AN act has been brought before the House of Commons by the government which is very distasteful to the manufacturers of sawn lumber. It is entitled "An Act respecting the inspection of timber and lumber." For the purposes of the act the terms "timber" or "lumber" mean saw logs, square timber, planks, boards, deals, scantling, masts, spars, handspikes, oars, lath, lathwood, shingles and staves, and "inspector" includes "measurer." Four inspection districts are established, viz., the Maritime District, consisting of the provinces of New Brunswick, Nova Scotia and Prince Edward Island; the province of Quebec constitutes another, the province of Ontario being the third and British Columbia the fourth. Boards of examiners are to be appointed by the governor in council, who will also appoint a chief inspector for each district, who are to receive salaries not exceeding two thousand dollars per annum each; and the governor may appoint so many inspectors or measurers for each district as he may think necessary, but no one will be so appointed without a certificate from the board of examiners of his district respecting his fitness in respect to the classes of lumber or timber he is appointed to inspect, excepting, however, certain officials now in the office of supervisor of cullers, at Quebec, or who are, at the passing of the act, surveyors, cullers or measurers of timber or lumber under the law then in force.

Neither the chief nor any inspector may traffic directly or indirectly in any timber or lumber they are appointed to inspect, under a penalty of not more than five hundred dollars or less than two hundred dollars, besides forfeiture of office.

All inspectors are sworn to perform their duties faithfully and impartially, and are to furnish bonds to the Queen, which shall avail to the Crown and to all persons who may be aggrieved by any malfeasance of office.

Every inspector is to hold himself in readiness to execute the duties of his office from daylight till dark on all days but Sundays or holidays, and for each neglect of duty shall forfeit eighty dollars to the person injured by such neglect.

The governor in council may establish regulations establishing a tariff of fees for inspection and reinspection. The board of examiners are to determine the classification of timber and lumber for each district.

The act does not oblige any person to cause any timber or lumber to be inspected. All inspection fees are to be paid to the inspector for his own use, and their fees are a special lien on the timber or lumber inspected. When there is an inspection the party requiring it shall be entitled to reimbursement of the cost of inspection from the vender. In case of dispute between buyer or seller and the inspector, the aggrieved party may demand reinspection by three inspectors duly qualified, one each to be appointed by the parties to the dispute, and the third to be named by the two so appointed.

The party requiring the reinspection to pay cost of same in the first instance, and if first inspection is not confirmed he may recover the cost from the first inspector.

The act further defines the penalties for changing inspectors' brands or marks, counterfeiting brands or marks and for acting as inspector without legal authority.

It is further provided that every manufacturer of timber or lumber shall, on or before the 1st day of March, in each year, register his name in the office of the chief inspector for the district, paying a fee therefor of ten dollars, excepting manufacturers whose annual output is less than a million feet B. M., or its equivalent, each of whom shall pay a registration fee of two dollars.

Every manufacturer of timber or lumber shall transmit to the chief inspector of the inspection district, before the 1st day of March in each year, a statement made up to the 31st of December preceding, and containing the following details: The quantity, in tons, of forty cubic feet of square timber; the number of saw logs produced, purchased and which reached the mill, stating the slides or other public works through which such square timber or saw logs passed; the number of logs sawn; the quantities of timber or lumber produced during the year, designat-

ing, as nearly as possible, the proportion of each class of timber or lumber so produced. Such statements are to be verified under oath, and every manufacturer neglecting to furnish such statement within the time fixed incurs a penalty of one dollar a day till it is furnished. At the time of making this statement each manufacturer shall pay to the chief inspector one-fifth of one cent for every thousand feet board measure, or its equivalent of timber or lumber manufactured by him, except square timber; and a sum of one-tenth of one cent for each ton of forty cubic feet of square timber manufactured by him. The revenue thus derived to form a fund, together with any moneys voted by Parliament, for defraying the expenses of carrying out this act. It is also provided that certain annuities are to be paid out of this fund. The act to take effect by proclamation of the governor general.

It will be noticed that the inspection of lumber and consequent fees is not compulsory, and, in fact, would be impossible of fulfillment under existing circumstances if it were so, as nearly all our manufacturers have different methods of grading, very few of them agreeing as to what constitutes the several qualities of lumber, excepting, perhaps, the best grades. Therefore, there can be no objection on this score. The great trouble is in that part requiring manufacturers to register and pay a tax on their output. Consequently the bill will meet with determined opposition from the lumbermen, and unless they can prevail on the government to modify it in this regard, it is likely to become law, for the most of our legislators act as if they thought the lumber trade so prosperous and continuously profitable that it is unreasonable on the part of lumbermen to object to the ridiculously low tax of one-fifth of a cent per thousand feet, levied to meet the cost of providing an elaborate system of inspection. Doubtless many lumbermen will be pleased to see a staff of saw log inspectors established, composed of men who have proved their fitness as such by an unbiased board of examiners, who, being sworn to perform their duties without fear or favor, and who are, besides, liable to severe penalties for negligence or partiality in the performance of their duties, and who are appointed by the government, not as a reward for political services, but simply on their merits. For with such a staff in the woods the continual trouble between lumbermen and contractors and with the provincial governments as to alleged shortages in returns would be at an end.

I will continue my review of the lumber trade in the Northwest territories and the report of the Quebec commission of Crown lands in my next.

## ON THE MISSISSIPPI.

### Our Correspondent's Predictions Verified—Greater Activity Promised—Interest in Cypress Increasing.

[Special Correspondence NEW YORK LUMBER TRADE JOURNAL.]  
ST. LOUIS, MO., March 25, 1889.

ALL of the favorable conditions for the lumber market here, as foreshadowed from time to time in the JOURNAL, are all being fully verified as rapidly as the progress of the season will admit. The season promises a third more activity than last season in the local demand alone, not counting in any of the country demand at all. There was nearly a genuine boom experienced during this month, so far, in the call for lumber for local building purposes.

The Yellow Pine lumber trade is not in as satisfactory condition as the dealers would expect. Prices have receded so that now it is next to impossible to reap any profit except by the closest watching. The demand, however, is fair, but not pressing, and for the local part it is now a buyers' market, stocks now being pushed not only upon the yards, but on consumers as well. Just now there is an oversupply of Yellow Pine strips in this market, buyers not being willing to pay more than \$17 and \$9, and dealers' sheds are full of worked stuff, and further receipts here would tend strongly to turn down prices.

There is nothing new to say of Cypress lumber, except that the interest of the market is increasing. The consumption in St. Louis will be considerably in excess of what it was in 1888. Quotations remain unchanged. The Hardwood lumber trade in general is in a good healthy condition. The demand may be said to be good for all staple lines. Poplar is, if anything, scarcer and decidedly firm. Some of the minor woods are a trifle neglected, but there is plenty of trade outside of these.

**WANTED AND FOR SALE.**

See page opposite first editorial page.



Prices under these conditions are, of course, strong all along the line, although green Oak is not improved any. The shipping trade is also very active and good.

The local rafting season is partly under way, but will not be fully so for a month or more. The only firm so far handling rafted Pine lumber is the Knapp, Stout & Co. Company, and but for the fact that the company had 10,000,000 feet laid up in winter harbors at near by points last fall, they would not have been able to get a start so far in advance of the other companies. They expect to receive at least 40,000,000 feet of rafted lumber this year, and with 30,000,000 feet by the Schulenburg & Boeckeler Lumber Company, 10,000,000 by the Philip Gruner & Bros. Lumber Company, with other receipts the aggregate for the season will touch close on a little over 100,000,000 feet received at this point in winter alone.

The total receipts of logs and lumber at St. Louis last year were 455,000,000 feet, a considerable decrease as compared to 1887, but due to the fact of the retirement of the Eau Claire Lumber Company. One of the surprises of the year was the failure, March 16, of the Methudy & Meyer Lumber Company, with extensive yards, which are located in North St. Louis, on Main and Monroe Streets. The assignment was entirely unexpected, and was therefore the more surprising. The assets are \$248,000, mostly in 10,000,000 feet of White Pine lumber. The liabilities have not yet been made public, nor has a list of the creditors. However, the assignment was made for the benefit of creditors. It would not have been made if the lumber trade had the activity that it should have had.

The creditors, however, it is understood, will not suffer much. The firm of Methudy & Meyer was established nineteen years ago. The members are Leopold Methudy, Geo. C. Meyer, and Harold Tittman. The latter two gentlemen are more silent partners than anything else, and are largely engaged in the St. Louis Cooperage Company. The liabilities are estimated at \$30,000 in excess of the assets.

Among the callers this week was Capt. Joseph L. Whitney, the well-known lumberman and raftsmen of Lacrosse, Wis.

Col. John H. Doughlass, manager of the Knapp, Stout & Co. Company, returned last night from a week's trip along the upper Mississippi, where he has been looking after his extensive lumber interests.

## MOBILE, ALA.

### Repairs and Improvements the Order—Yellow Pine Lumber Association Will Hold a Meeting—Will Mobile Have a Navy Yard?

[Special Correspondence NEW YORK LUMBER TRADE JOURNAL, MOBILE, ALA., March 25, 1889.]

THE Southern Shingle Association has re-elected its old officers, and agreed that the 5 x 16-inch Cypress shingle alone shall be quoted as the standard.

Most of the shingle mills here are having some repairs and improvements done. C. G. Richards & Son's mill will be doubled in capacity. Dr. McLean, of Pensacola, is here inquiring into the opportunities for the building of a shingle mill. Sales of shingles have picked up smartly since my last letter. Cypress logs promise to be quite scarce soon, as there has not been sufficient water in the river to float out the desired stock. There is a chance of a freshet in June.

The Yellow Pine Lumber Association held a meeting March 7 at Birmingham, and discussed very fully the lumber situation. The impression prevailed that lumber can stand an additional rise in price, but action was postponed until the Montgomery meeting, which will take place May 1.

The strike of Moss Point, Miss., mill hands came to an end on the 11th. It had lasted three weeks. It was an ill-advised movement, and was not properly supported by the Knights, who engineered it. The negro strikers were no doubt made to believe that all they had to do was to stop work and live in clover at some one else's expense, but the living in clover consisted in living on very short commons, so far as the food was concerned, with nothing in the shape of money for clothing, rent, fuel and whisky. Under these circumstances the strike collapsed, and the men have gone back to work on the old time, eleven hours a day, and the old pay. The mill men absolutely refused to recognize the labor organization.

Hunter, Benn & Co., timber merchants of this city, are erecting a saw mill at Pascagoula, Mississippi. J. R.

Brumby, late of Marietta, Ga., has settled here and contemplates establishing a chair factory here. He is experienced in this business, having been engaged in it at Marietta. Staves are coming in rapidly, and we are doing and about to do the largest shipping business to New York ever attempted here.

Jethro D. Oates, member of the lumber manufacturing firm of Turner & Oates, died last week. He was a self made man, having risen from the post of locomotive engineer on the Mobile and Ohio road to be part owner of a large grist mill, a ship yard and two of the most important saw mills in this section. The firm owned also a number of sailing vessels and did a good deal of its own carrying trade. Mr. Oates was a man of fine character, an exemplary citizen, energetic, industrious and prompt. He showed what could be done in the lumber business here.

We are all in a flurry this week over the coming of the Navy Yard Commission. The last Congress determined to find out whether some better place than Pensacola could be found for a navy yard on the Gulf. Senator Morgan, of Alabama, has long contended that Mt. Vernon, on the Alabama River, above Mobile, is the best site, for that location is in the heart of the Pine and Oak belt, and is within easy reach of the coal and iron region of Alabama. The only other locality that seems to have any chance of being selected is New Orleans, which is 140 miles further from the coal and iron section. Both places have their peculiar advantages, and therefore confidence is expressed by the citizens of each. I think the chances are about even, with the merest shade of favor in the direction of Mobile.

The establishment of a navy yard here means the immediate completion of our ship channel. Very little expenditure would bring us plenty of depth of water from the Gulf to Mt. Vernon, and the dredging work already done shows that the depth once obtained will maintain itself by the scouring process. The engineer in charge of the work now in progress says that the passage of steamers through the channel has widened it without impairing its depth. We have obtained nineteen feet already for one-third the length of the channel, and this depth throughout the entire channel will be obtained by the 1st of November. It would be a feather in Mobile's cap if she were to obtain the navy yard. All our manufacturing industries would be benefited, as the location of the yard here would secure for us barge line transportation of coal from the Warrior River coal fields, consequently cheaper coal.

### PATENTS.

THE following patents, pertaining to lumber and lumber working machinery, have been issued since last publication of this paper:

No. of Patent.	
398,942	Fred W. Cook, San Francisco, Cal. Saw mill set works.
398,993.	William J. Wright, Cooperstown, Pa. Stave jointing and planing machine.
399,021.	Thomas Dailey, Jackson, Mich. Fence post.
399,040.	W. A. Hawley, Napoleon, Mich. Fence making machine.
399,066.	Calvin S. McMillan, E. Saginaw, Mich. Saw gummer.
399,107.	Otto A. Winter, Prussia, Germany. Machine for cutting wood into chips.
399,196.	Samuel E. Haskin, Avoca, N. Y. Method of vulcanizing wood.
398,593.	William Ellis, Peckham, Co. Surrey, Eng. Machinery for cutting wood for matches, splints and match boxes.
398,619.	Warren Iddings, Warren, Ohio. Preserving and hardening wood.
398,803.	Calvin W. Sedwick, Callensburg, Pa. Scroll sawing machine.
399,344.	Jens M. Pelersev, Clinton, Iowa. Machine for fitting the ends of band saws.
399,444.	Aaron L. Stevens, Little Falls, Wash. Foot board for wood choppers.
399,758.	Victor V. Lawrence, Waterford, Vt. Cutter-head for planing machines.
399,871.	Julius F. Gebhardt, Port Chester, N. Y. Machine for turning moldings.
399,900.	Richard H. Hoyt, Buffalo, N. Y. Sawing machine.
400,015.	Gabriel Streich, Oshkosh, Wis. Lumber rack.

Specifications and drawings of any patent furnished for 25 cents. Address P. O. Box 442, Washington, D. C.

## PENSACOLA, FLA.

### PRICES CURRENT.

[Special Correspondence NEW YORK LUMBER TRADE JOURNAL.]

PENSACOLA, FLA., March 7, 1889.

PRICES current and freight rates specially reported for THE NEW YORK LUMBER TRADE JOURNAL:

YELLOW PINE.	
Hewn timber (basis 100 cu. ft. average).	9 1/2 @ 10c. per cu. ft.
Sawn	12c. @ 12 1/2c.
Deals.	
Prime.....	\$12 @ \$13 per M.   Merchantable. \$9 @ \$10 per M.
Scantling.	
Prime.....	\$12 @ \$13 per M.   Merchantable. \$9 @ \$10 per M.
Planks.	
Prime.....	\$13 @ \$14 per M.   Mercht.. \$11 50 @ \$12 50 per M.
Flooring.	
Prime.....	\$13 @ \$15 per M.   Merchantable. \$12 @ \$14 per M.
Siding.	
Mercht....	\$10 50 @ \$11 00 per M.   Saps. .... \$6 00 @ \$7 00 per M.
CYPRESS.	
Cargoes of usual assortment.....	\$16 00 @ \$18 00 per M.
Sawn shingles, 1sts.....	2 50 @ 3 00 "
2ds .....	2 00 @ 2 50 "
CEDAR.	
In hewn logs, round or square.....	30c. @ 40c. per cu. ft.
FREIGHTS.	
To United Kingdom or Continent of Europe—	
Hewn timber.....	\$20 37s. 0d. @ \$20 38s. 0d. s. p. ld.
Sawn timber or lumber.....	6 — — @ 6 5 — p. std.
For lumber—	
To South America .....	\$18 00 @ \$20 00 per M.
To Cuba.....	— @ 7 00 "
To Coastwise N. of Hatteras.....	7 25 @ 7 75 "

For our very  
complete

FREIGHT—  
—TABLE

SEE

Page 20.

FOR

WANTED

AND

FOR SALE COLUMN

SEE

PAGE OPPOSITE

FIRST EDITORIAL PAGE.



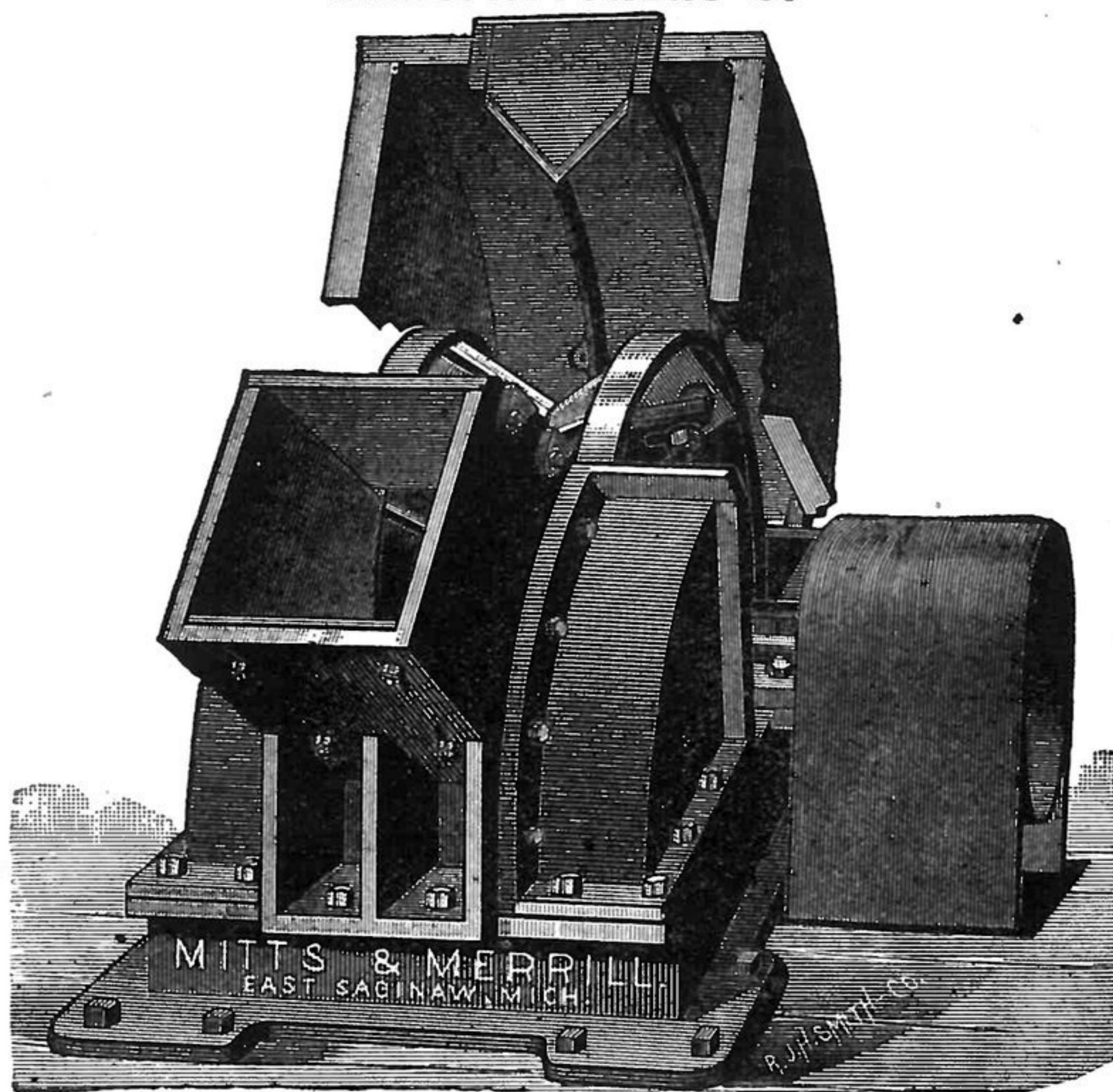
# MITTS & MERRILL, EAST SAGINAW, MICH.,

MANUFACTURERS OF

Mill Machinery,  
STAVE,  
HEADING,  
AND LATH  
MACHINES

SHAFING, PULLEYS, AND HANGERS

FIRST-CLASS  
Automatic Cut-Off Engines.



SLAB OR  
EDGING  
GRINDER.

Patented September 7, 1886; June 19, 1888.

We desire to call the special attention of saw mill men to our improved **Slab or Edging Grinder, or Hog**, as it is often called, as shown above, which is now being so much used, not only to grind up the small refuse and fine edgings, to save the expense of handling them, but also to grind up coarse edgings and slabs to make more convenient fuel.

Great economy results from the use of these machines, as all coarse refuse is cut into fine chips, which can be moved in ordinary sawdust carriers, and stored during the day in a large hopper or room, and at night, by means of other conveyors, it can be fed into the furnaces. In some instances the refuse is dropped on the floor of the fire room, or other convenient place, and shoveled into the fire at night. In either case it saves the labor of horses and men in handling fine fuel, which, even when dry, is scarcely worth the labor expended on it.

Any one using band saws is well acquainted with the difficulties experienced in burning the fine sawdust to keep up sufficient steam. This trouble is overcome by using our Grinder, which makes a dust somewhat coarser than that made by a heavy circular saw, and which burns much better than the fine dust from the band saws.

Our grinder wheel is a single heavy casting, and has two bands two inches wide and one inch

thick shrunk on the rim, making it perfectly secure against breaking. The wheel carries twelve knives, each securely fastened by two one-inch bolts.

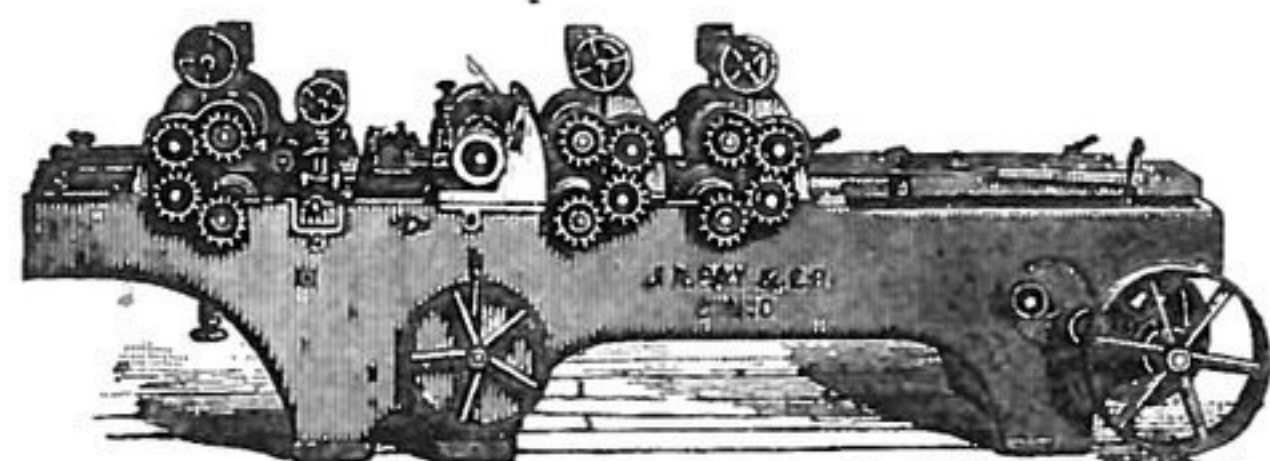
The important features of our machines are the adjustable shear plates, made very heavy and with hard steel edges, and setting at such an angle with the wheel that the knives draw in the edgings with great rapidity; also the method of fitting the knives in close slots and the depression under the cutting edges, which make the machine run much easier and avoid all danger of clogging. Some other machines not having our improvements frequently choke up and stop the wheel and burn the belt.

We have patents on some of these parts which fully cover the best and latest improvements, and caution all against buying any machine infringing on our rights, as we intend to fully maintain our interests in every respect.

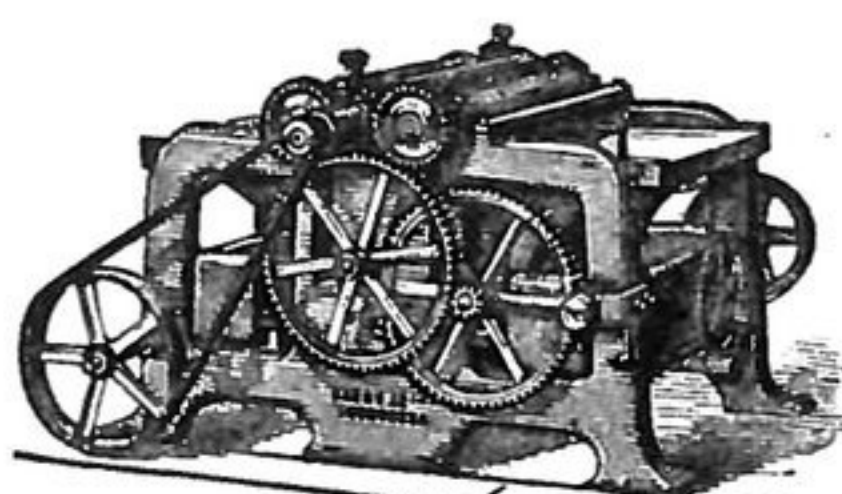
We make the machine either right or left handed. The driving pulley is 15 inches in diameter and 13 inches face, and should run about 1,000 revolutions per minute. For light work an 8-inch single belt is sufficient, but for heavy, continuous cutting use a 12-inch single belt.

WRITE FOR PRICES AND OTHER INFORMATION.

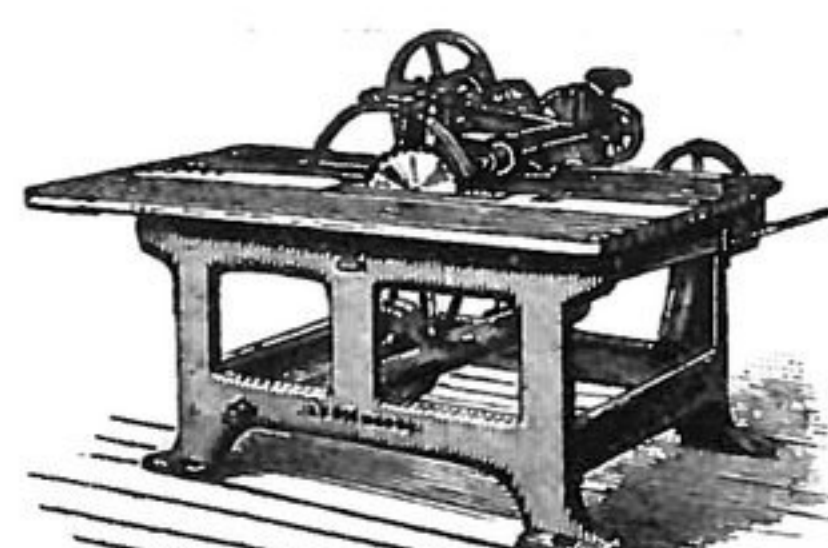
MITTS & MERRILL, EAST SAGINAW, MICH.



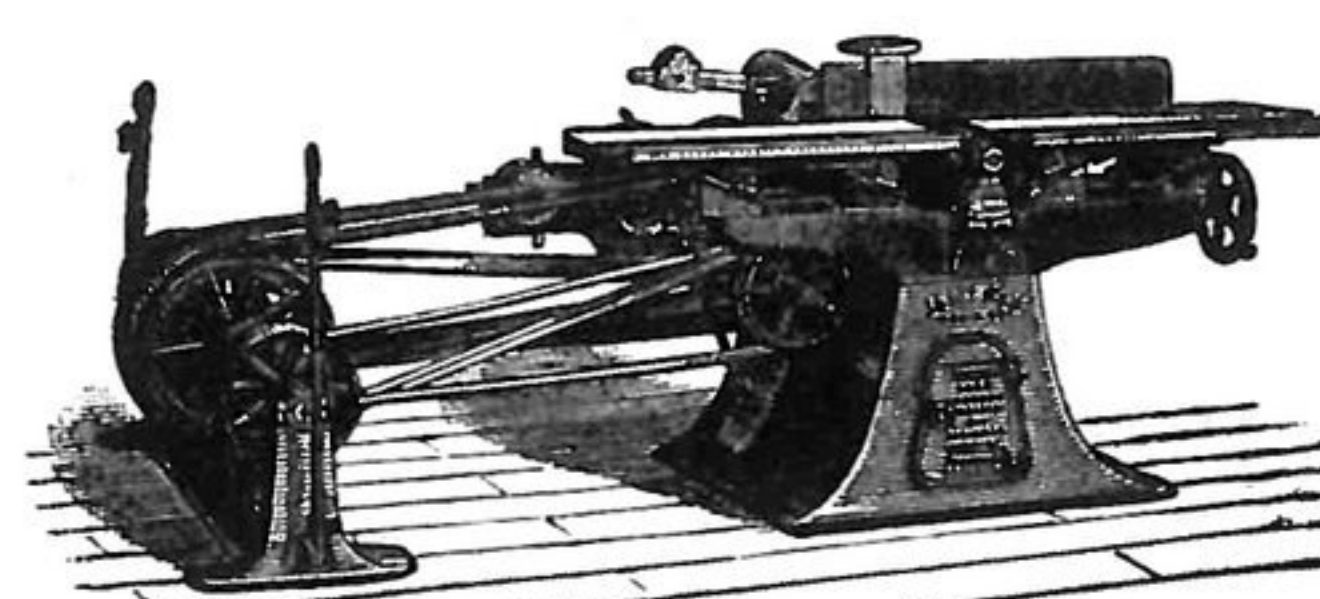
No. 8 "Lightning" Floorer.



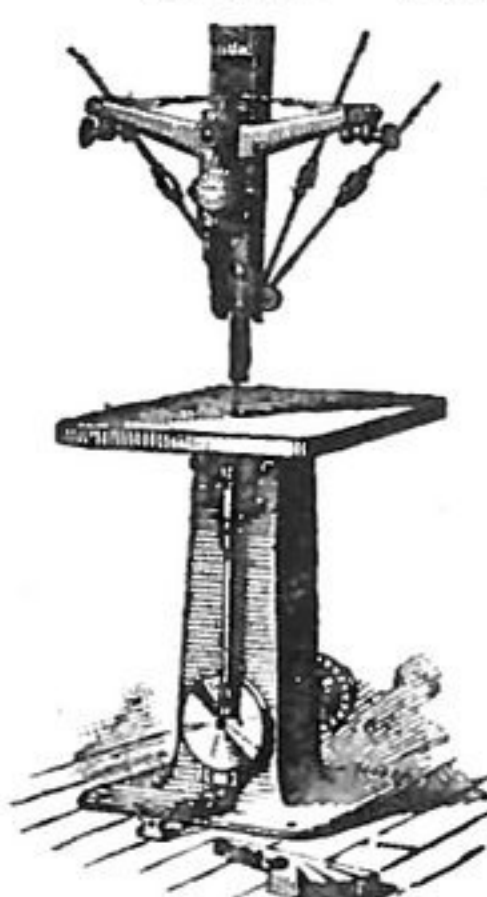
No. 4 1/2 Surfacer.



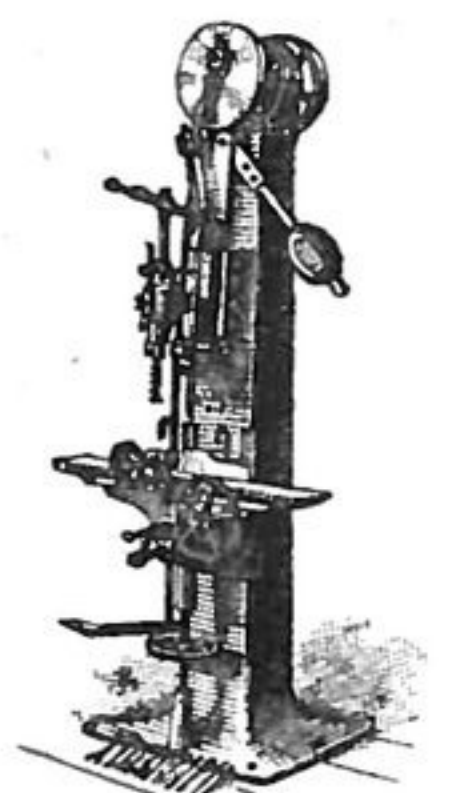
No. 2 Self Feed Rip Saw.



"D" Universal Wood Worker.



No. 2  
Scroll Saw.



No. 3 1/2  
Mortiser.

W. H. DOANE, President.

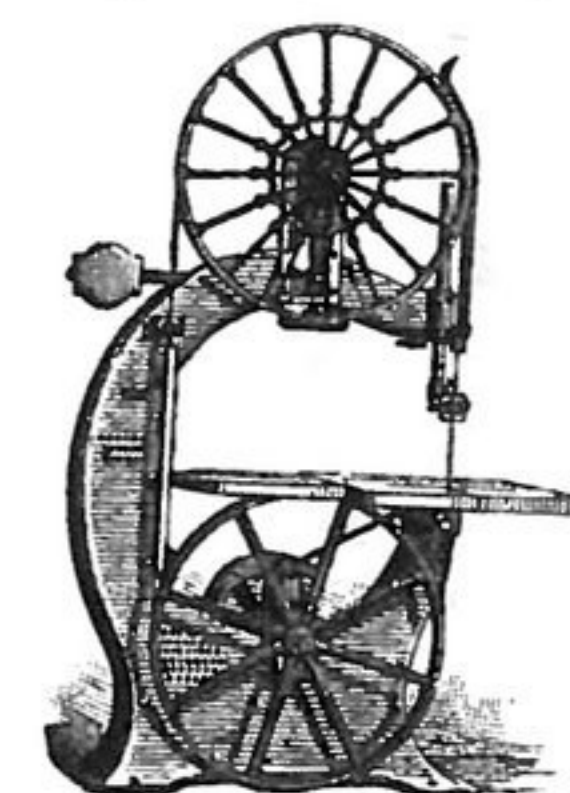
D. L. LYON, Secretary.

## J. A. FAY & CO., CINCINNATI, OHIO, PATENT IMPROVED WOODWORKING MACHINERY,

OF EVERY DESCRIPTION.

400 different machines for working wood. 300 Medals—Gold and Silver—for "THE BEST."

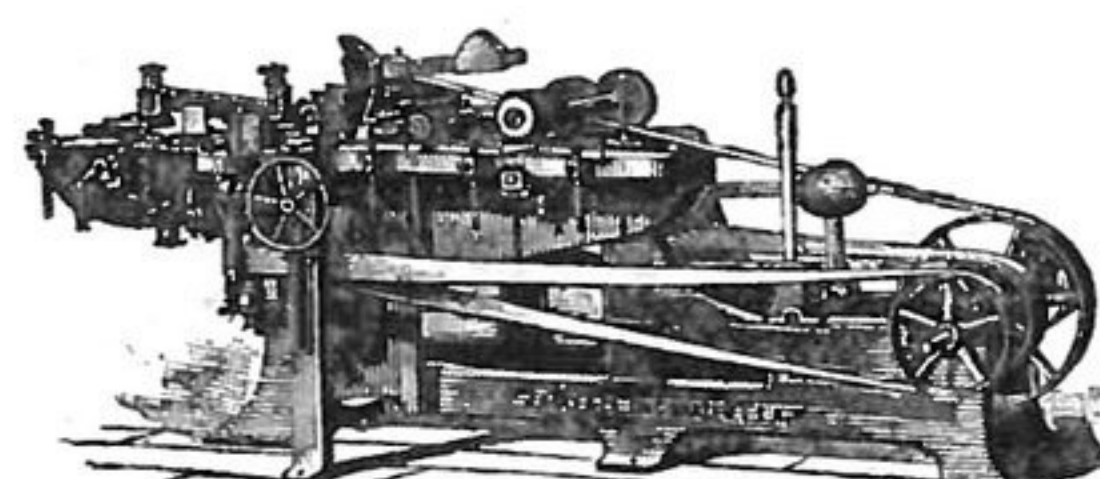
SEND FOR CIRCULARS AND ESTIMATES.



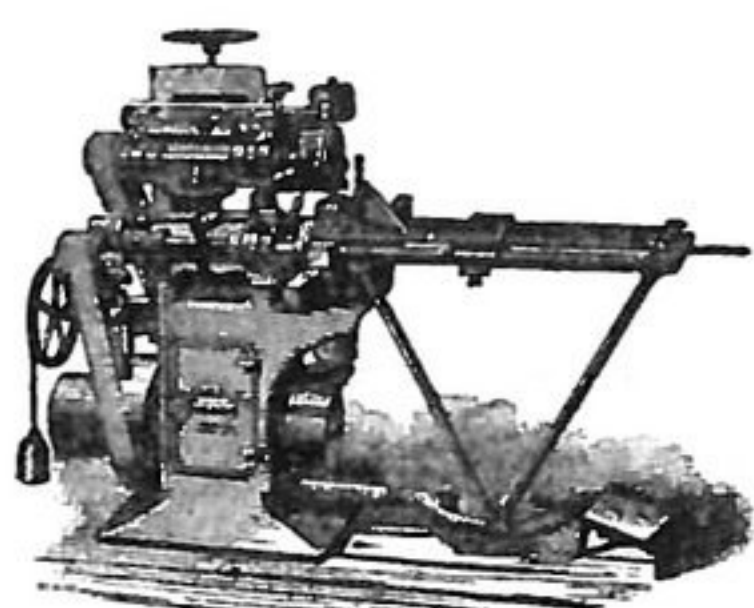
No. 2  
Band Saw.



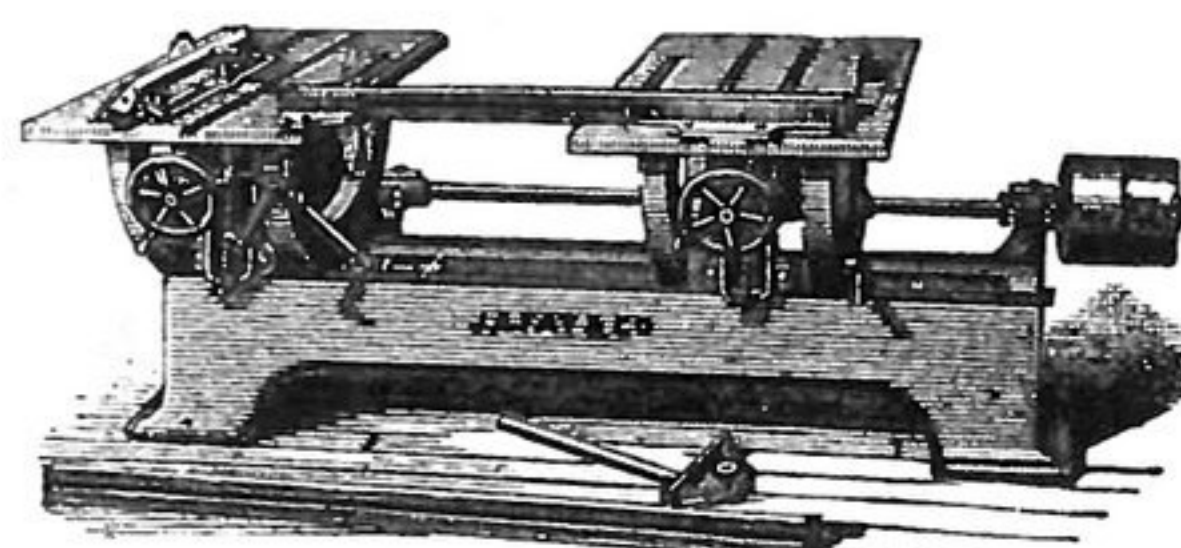
Swing Saw



No. 3 Molding Machine.



No. 3 Tenoner.



Double Cutting Off Saw.



No. 3 Molding Machine.



# SOUTHERN PINE LUMBER BOARDS

Gang and Circular Sawn,  
Rough or Dressed,  
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VERTICAL GRAIN A SPECIALTY.

ALL GRADES.  
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**Band-Sawed Poplar a Specialty.**

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**CABINET WOODS**

In Logs, Planks, Boards,

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BOTH CUT AND SAWED.

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# CHAS. L. BUCKI & CO.,

Wholesale and Retail Dealers in

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Office and Yards:

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New York Telephone Address. "277 21st Street."

A large and well assorted stock of all the dimensions required for DOMESTIC and EXPORT TRADE always on hand in yard.

Bills cut to order and delivered at any point accessible by either rail or water.

SPECIAL FACILITIES FOR MAKING PROMPT DELIVERIES FROM  
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The Creosote Lumber and Construction Co.  
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Furnishes CREOSOTED MATERIAL of all kinds by the cargo and car load

Manufacturers of Wood Creosote Oil, the only oil used at their works in protecting timber against decay and the ravages of the sea worms.

• SHIPPING FACILITIES UNSURPASSED BY RAIL OR WATER. WRITE FOR CIRCULAR AND PRICES.

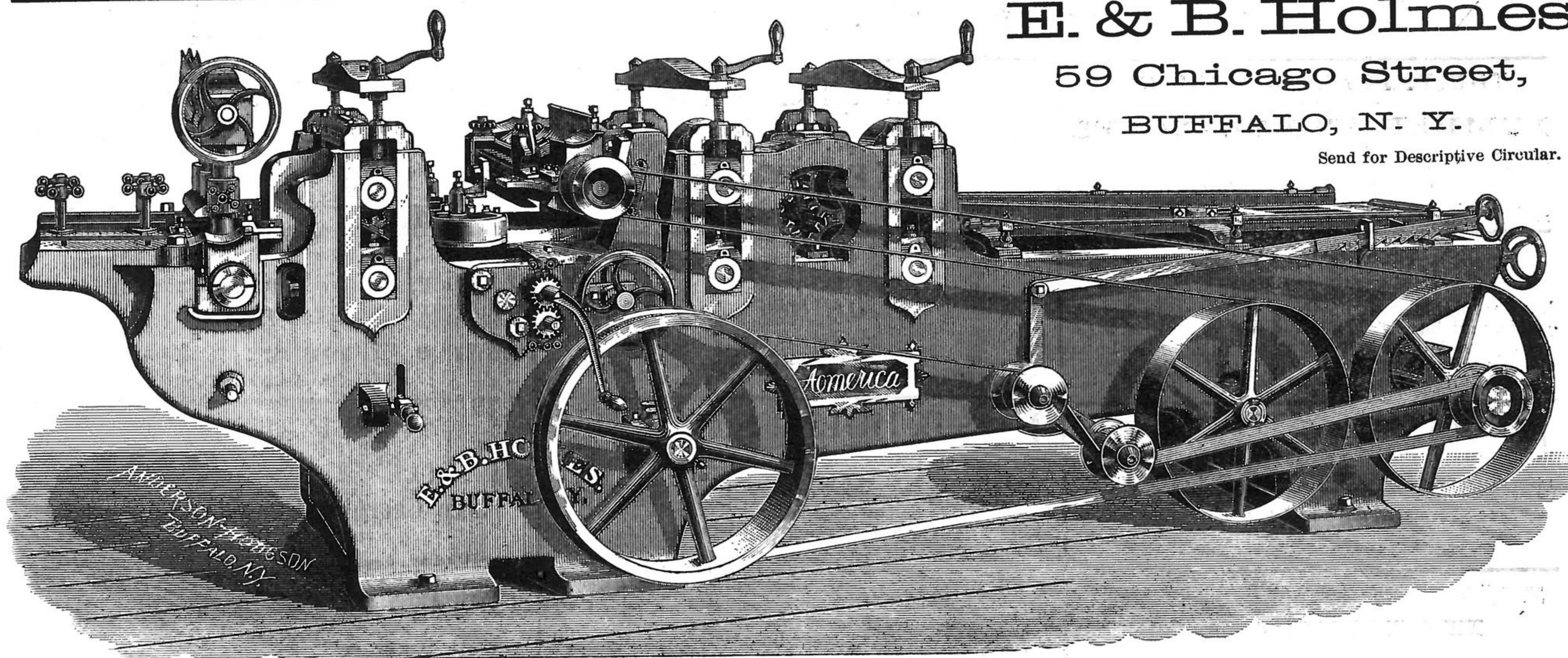
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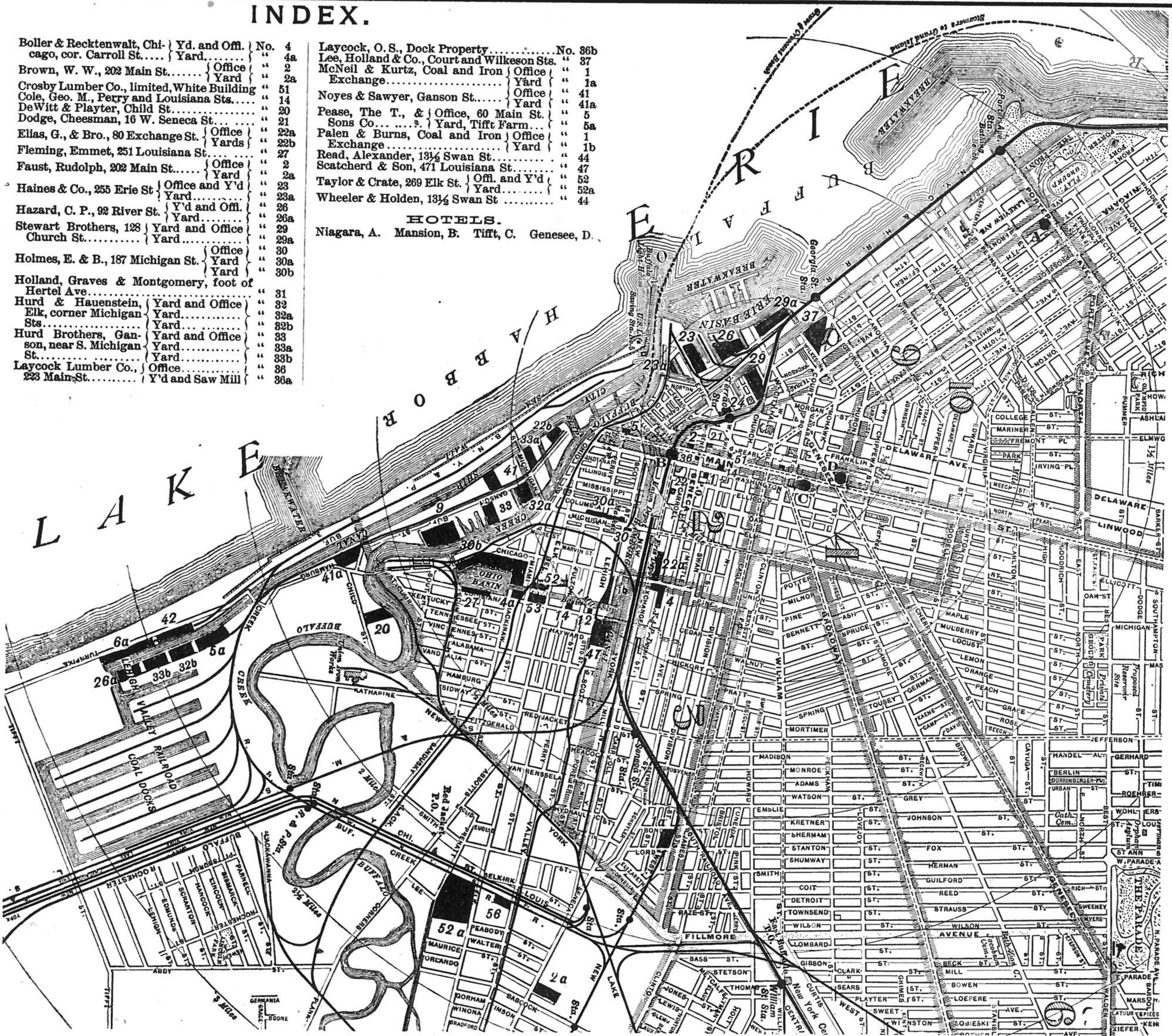


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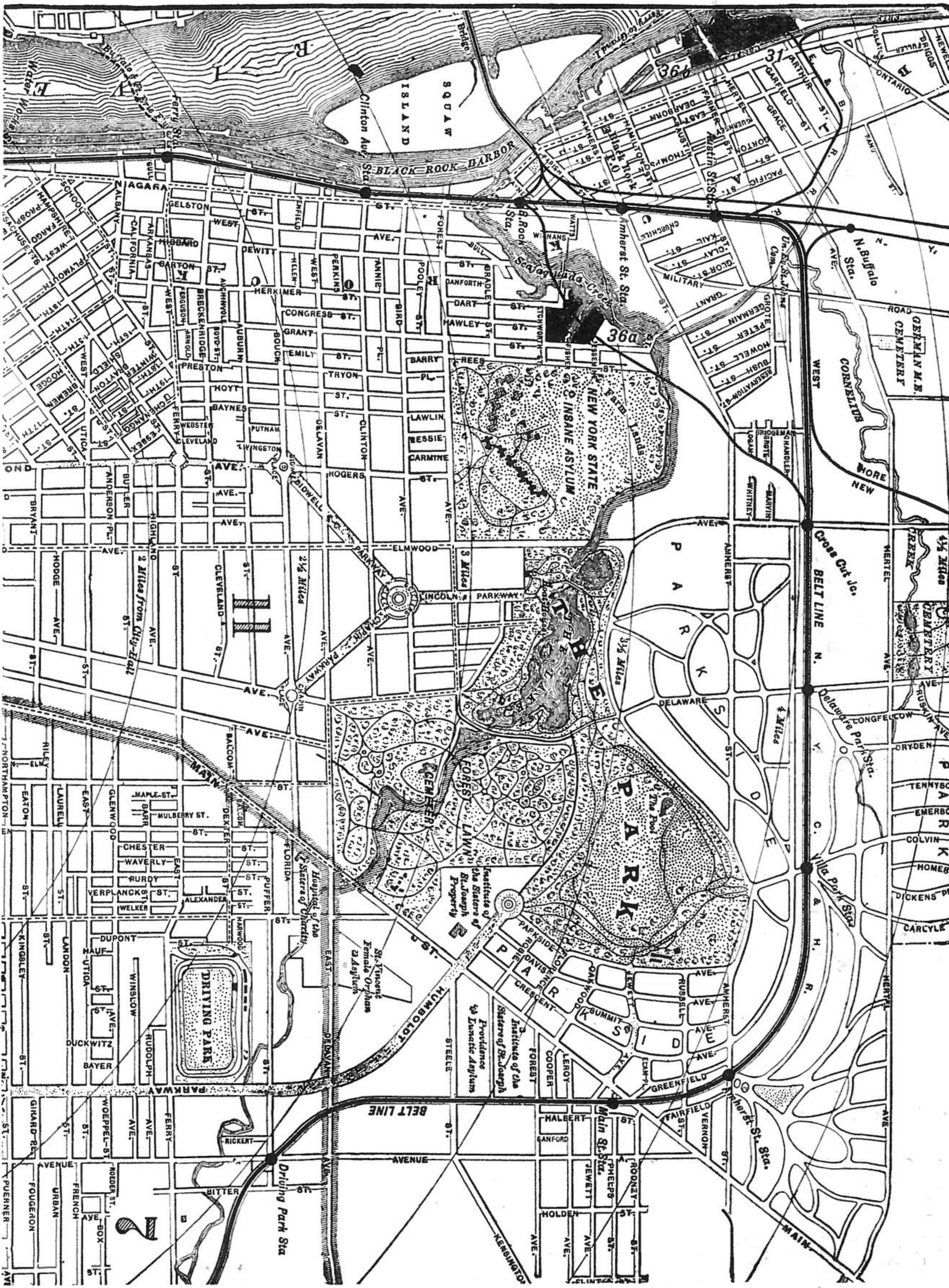
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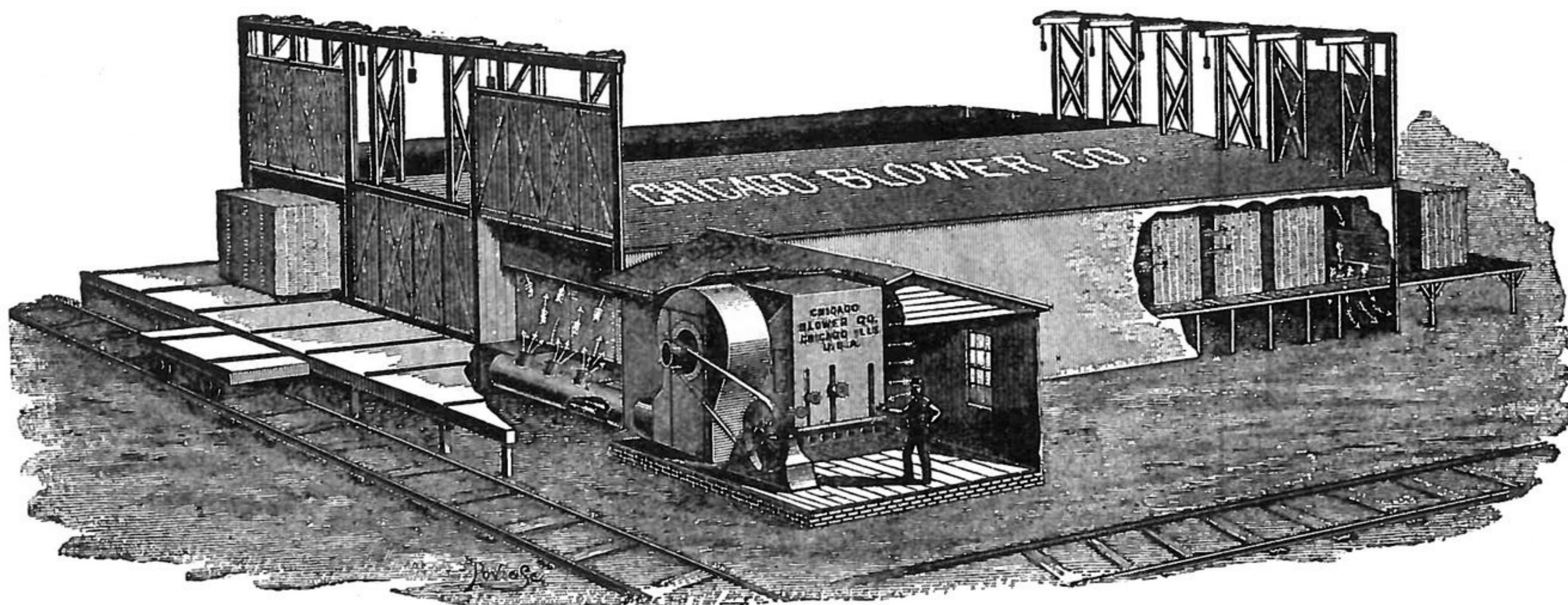
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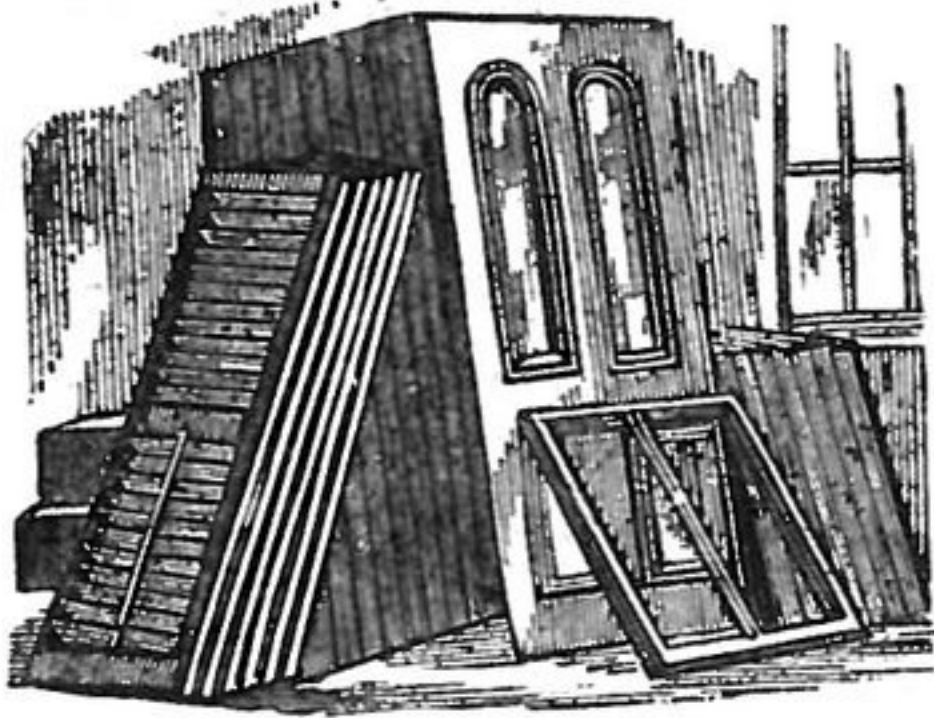
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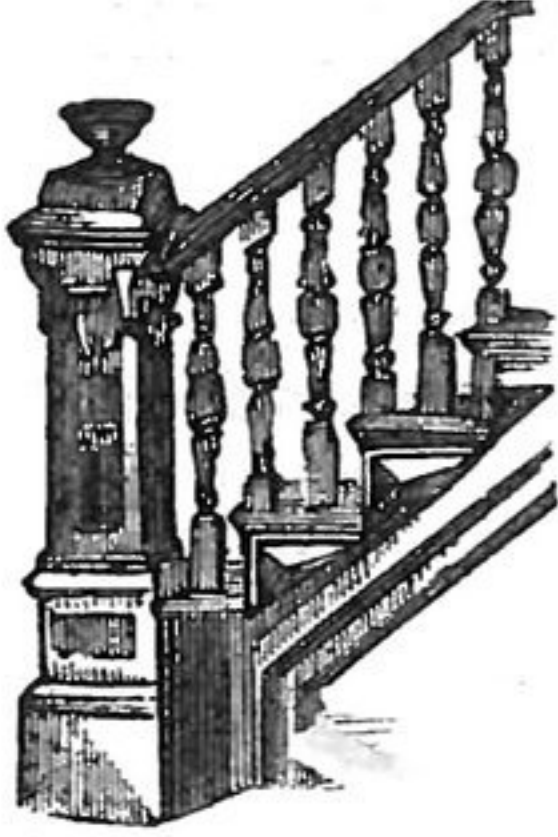
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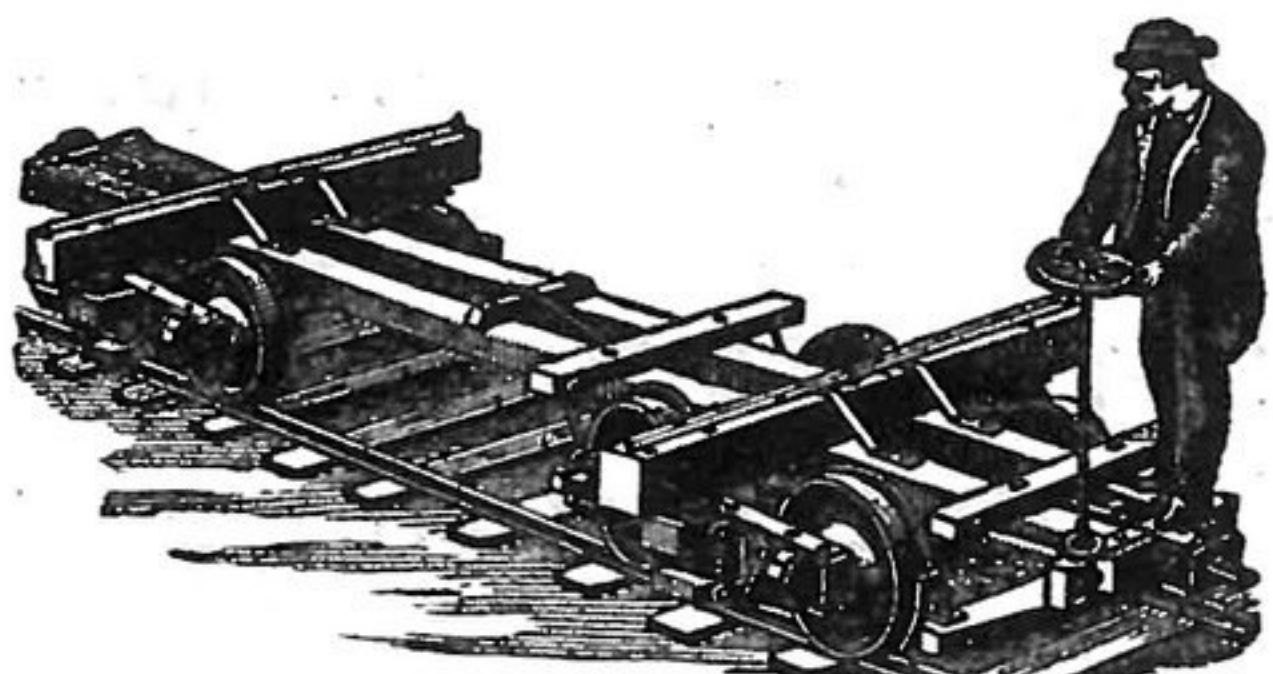
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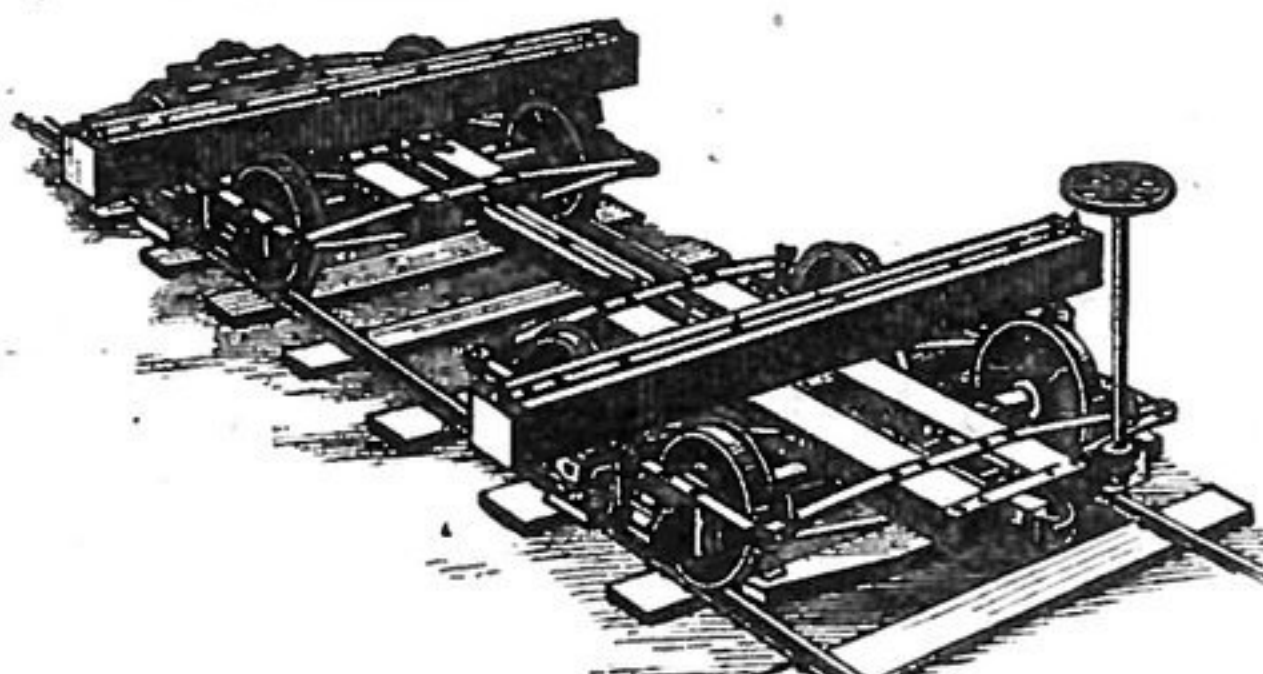
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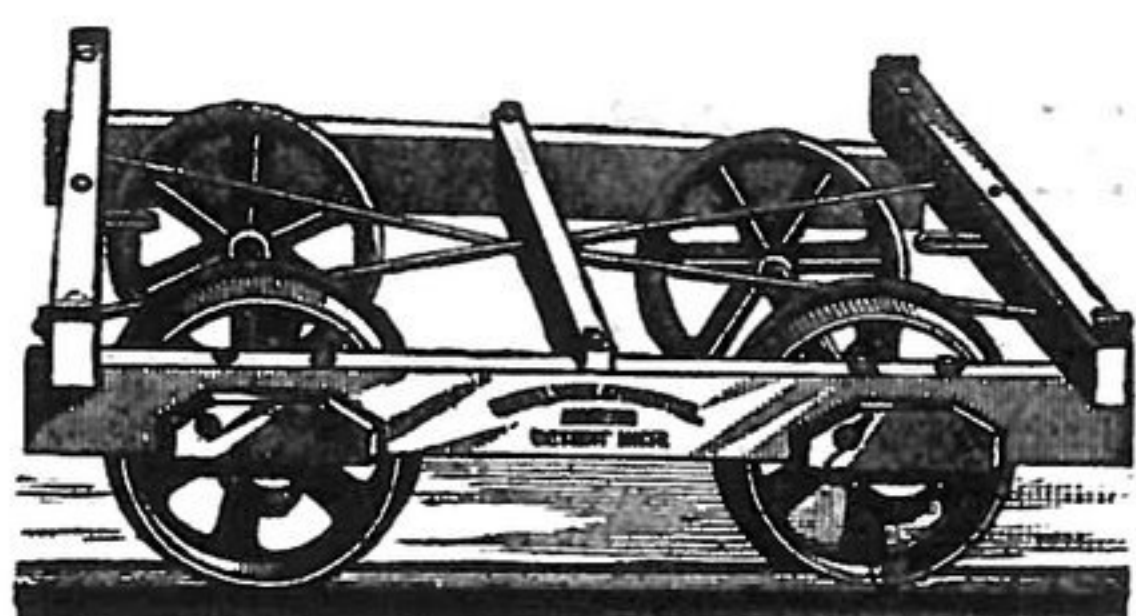
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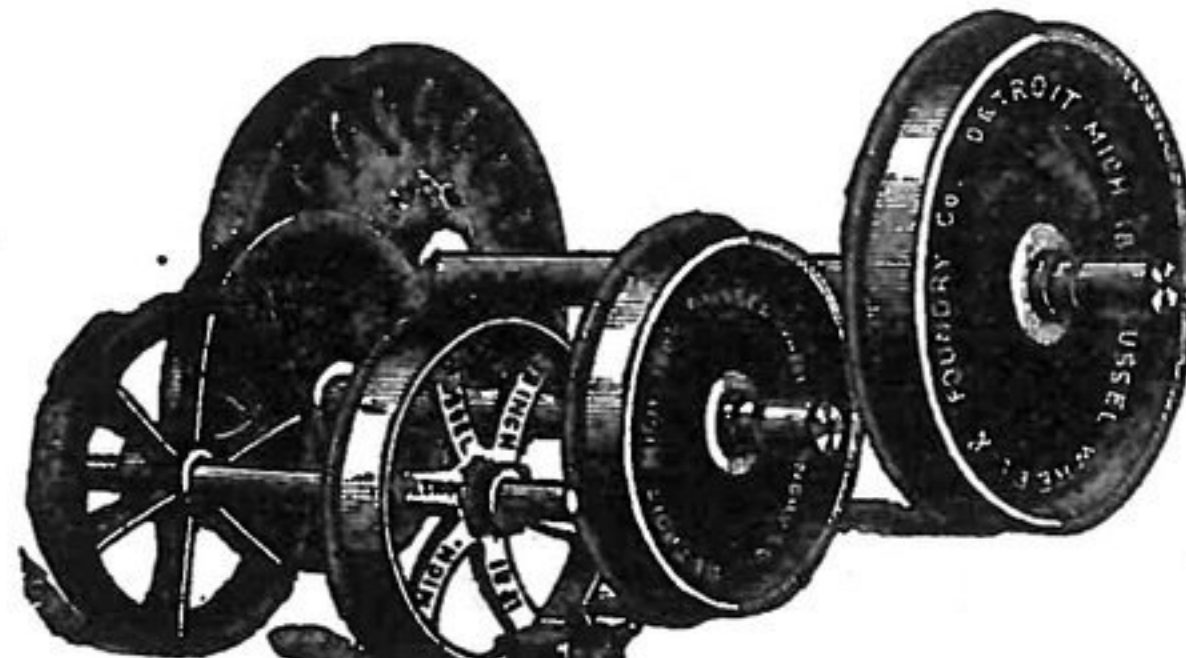
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DEALER IN  
**Cypress Lumber and Shingles,**  
 White Pine Shingles and Kiln Dried Long Leaf,  
 Yellow Pine Flooring.  
 Sole Agent for H. B. Shorts, 6x18 sawn Cypress Shingles.  
**19 BROADWAY, NEW YORK.**

**DIXON'S** SILICA GRAPHITE **PAINT**  
 —FOR—  
 SHINGLE, TIN OR METAL ROOFS, AND ALL OUTSIDE WOOD AND METAL WORK.  
 COVERS MORE THAN DOUBLE THE SURFACE OF ANY OTHER PAINT, IS UNAFFECTED BY HEAT OR COLD,  
 DAMPNES, SALT AIR, RUST, OR EVEN ACIDS. NOT ONLY DURABLE, BUT BEAUTIFUL. A TIN ROOF  
 WELL PAINTED WILL NOT NEED REPAINTING FOR TEN TO FIFTEEN YEARS, OR LONGER.  
 EQUALLY USEFUL FOR METAL, IRON, OR WOOD WORK.  
**JOS. DIXON CRUCIBLE CO., - - - - - JERSEY CITY, N. J.**

**CONNELL & DENGLE.**

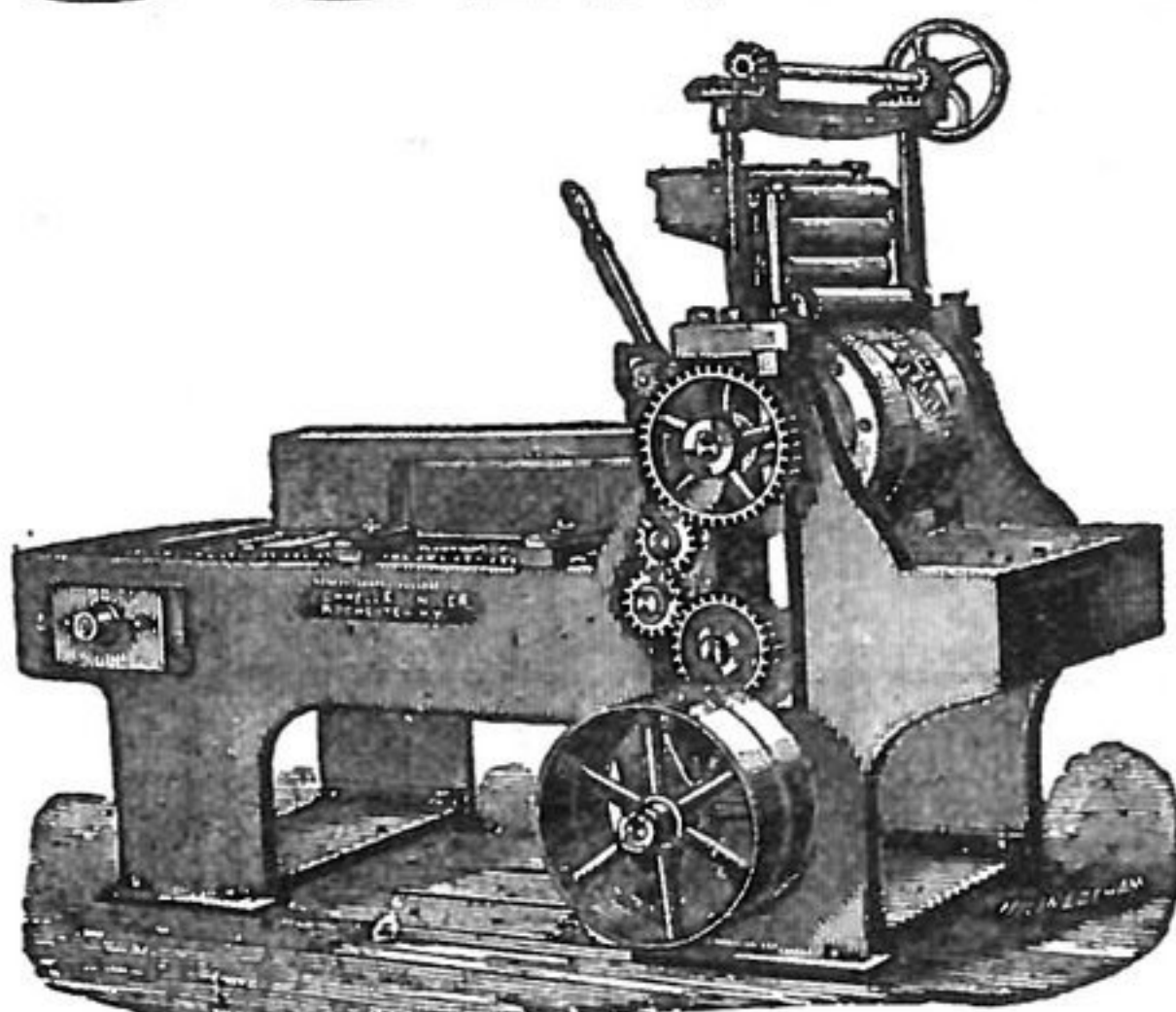
**Wood-working Machinery**

**PLANERS AND MATCHERS**

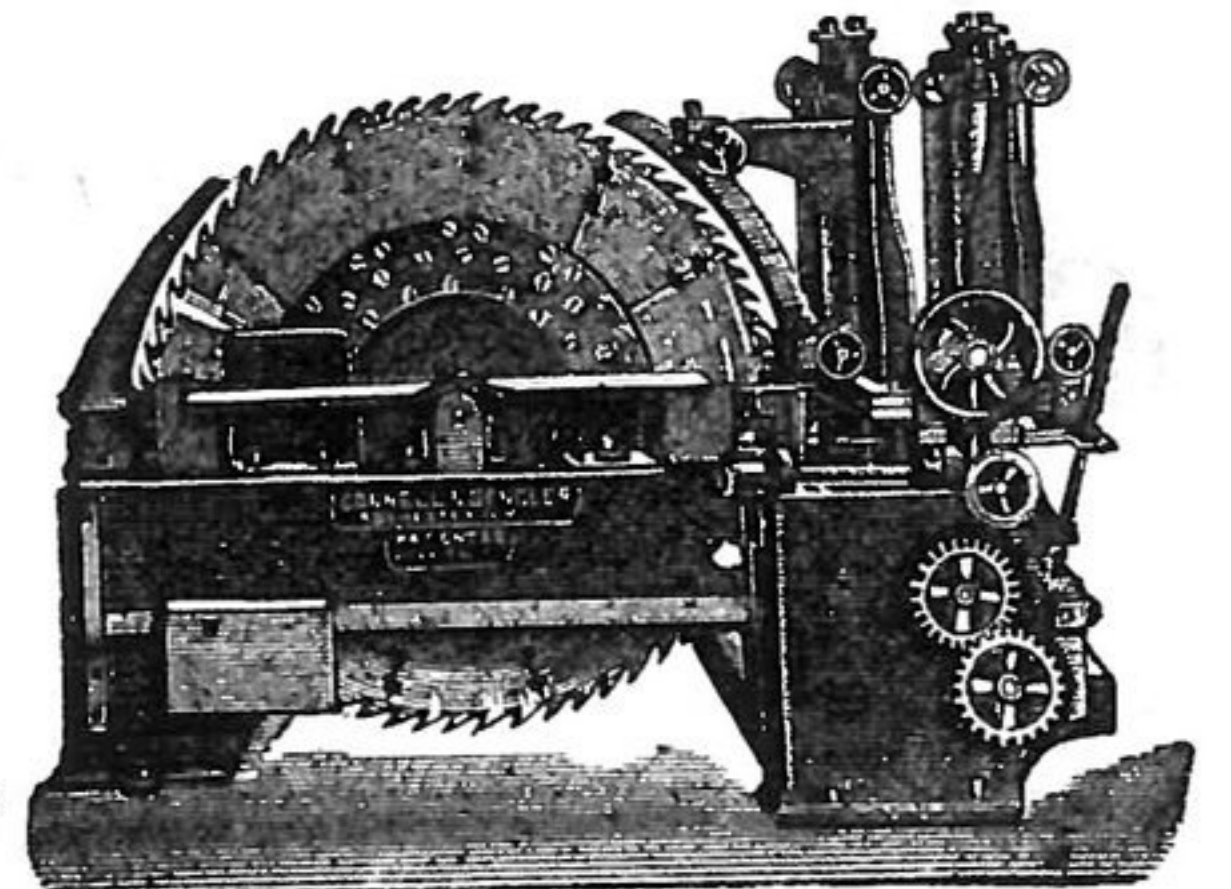
**PONY PLANERS, HAND MATCHERS,**

**SEGMENT RE-SAWS.**

**ROCHESTER, N. Y.**



Box Board Printer.



Resawing Machine.



J. B. W. SPARGUR, Pres. J. D. W. SPARGUR, Treas. H. W. SPARGUR, Sec. and Manager.

# Spargur Lumber Company,

Manufacturers and Wholesale Dealers in

## SOUTHERN YELLOW POPLAR LUMBER

OHIO OAK, HICKORY, WALNUT, ETC.

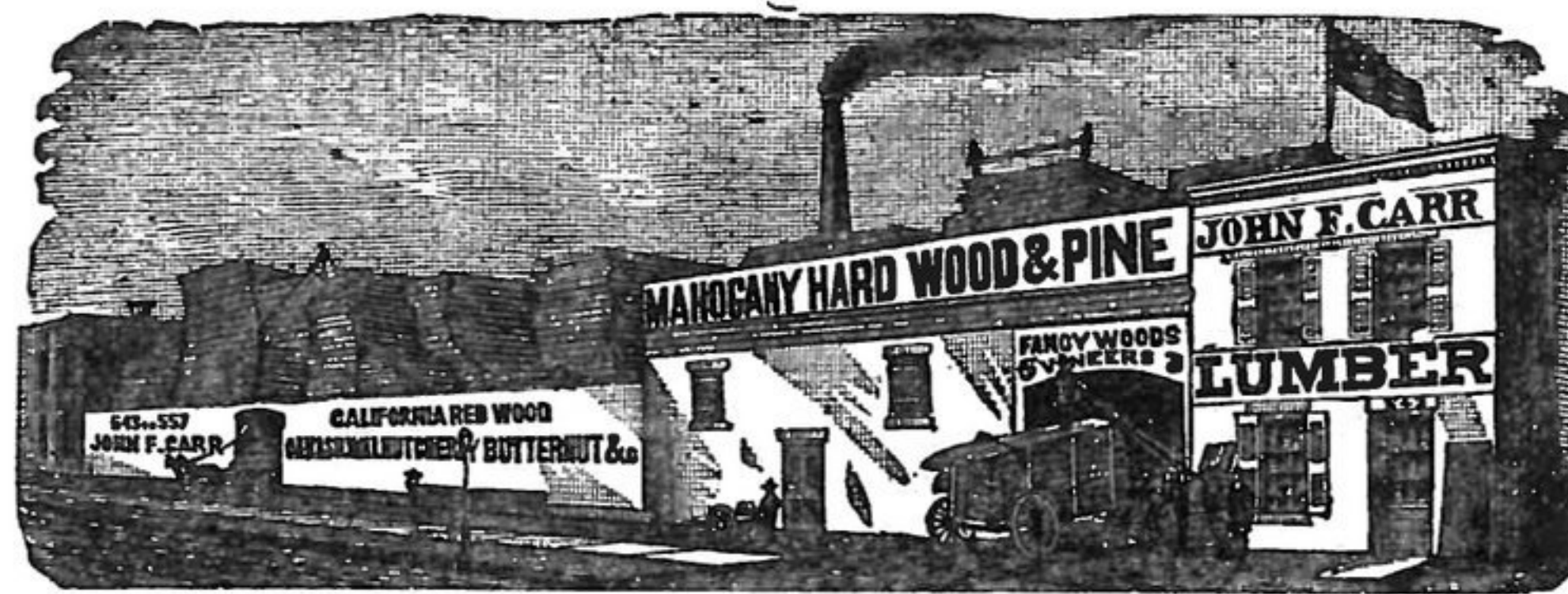
Yards in West Virginia, Kentucky, and Southern Ohio.

None but competent and reliable men in all departments. Mr. C. R. McLaughlin is NO LONGER with our firm. Our Ashland, Ky., branch office has been moved to Hillsboro, Ohio, where all correspondence must be addressed. All inquiries promptly and cheerfully answered.

HIGHEST GRADES.  
LOWEST PRICES.

HILLSBORO, OHIO.

## LUMBER YARDS. JOHN F. CARR,



Mahogany, Hardwood,  
Pine and California  
Redwood,  
Lumber and Shingles.  
All  
Thoroughly Seasoned  
543-557 W. 23d St.,  
New York.

CAMP MANUFACTURING CO.,  
Franklin, Va.,

MANUFACTURERS OF

## Rough & Dressed North Carolina Kiln Dried LUMBER.

Shipments by Rail or Water.

Having built a large planing mill, and equipped it with the most improved machinery, we are prepared to deliver by rail dressed flooring, ceiling, base, etc., direct from mill to all points North.

ORDERS SOLICITED. SATISFACTION GUARANTEED

CHARLES FORBES,

262 Eleventh Ave., Cor. 27th St.,

NEW YORK.

## LUMBER AND TIMBER.

CARL CARTNER,

-AGENT FOR-

American Lumber and Logs,

Hamburg, Germany.

EDWARD M. TILLEY,  
NORTH CAROLINA PINE.

SPECIALTIES:

Flooring, Ceiling, Wainscoting, &c.  
NORFOLK, VA.

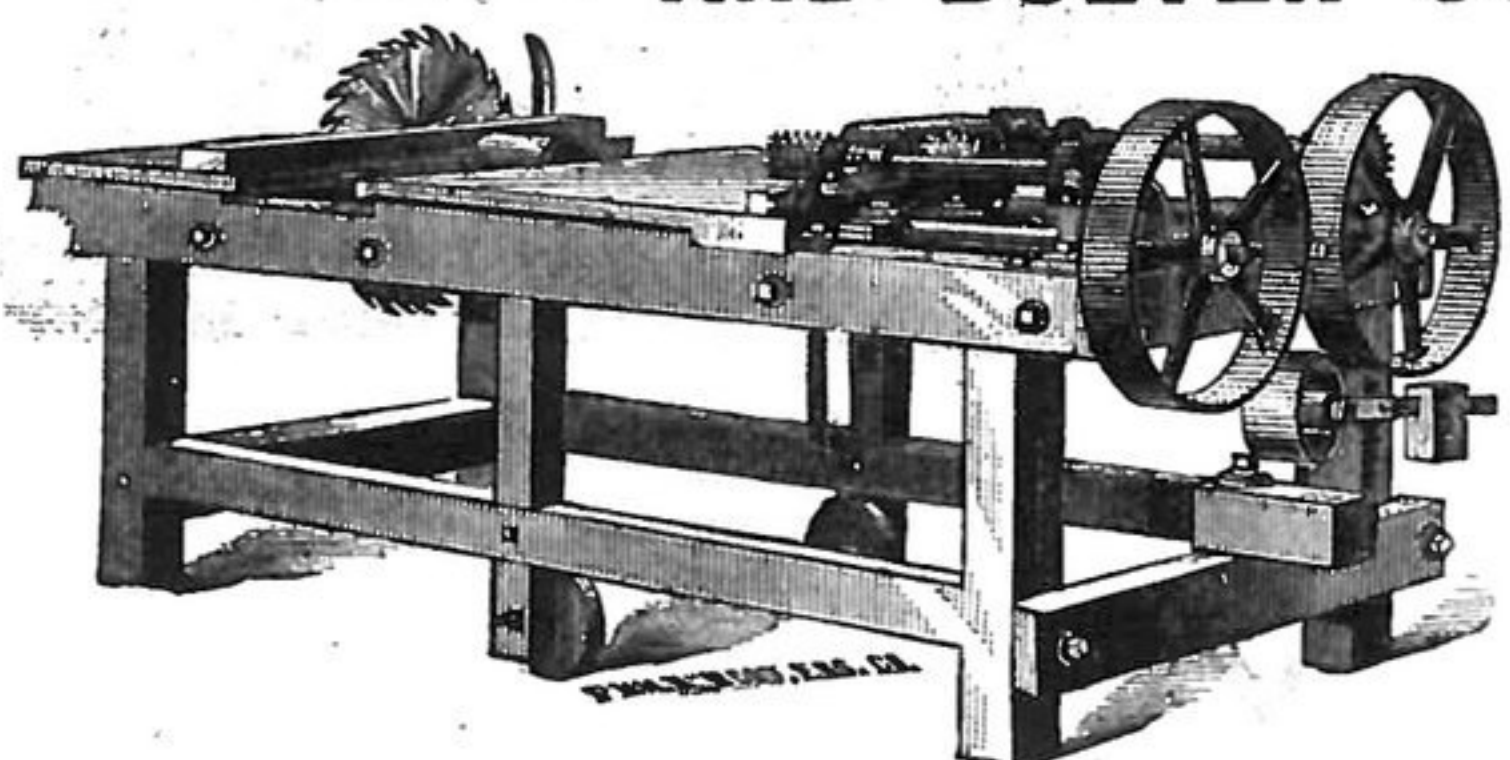
Shipments by Rail or Water.

## GEO. HAGEMEYER & SON, —DEALERS IN— MAHOGANY, Hardwood Lumber and Veneers,

Mahogany, Walnut, Cherry, Ash, Poplar, Maple, Birch, Butternut, Plain and Quartered Sawed Oak, Gum and Sycamore, Counter Tops, Rails, Balusters and Newel Squares of All Kinds.

Office and Yards, Foot of 10th and 11th Sts., East River,  
NEW YORK CITY.

## —THE LATEST IMPROVED— GANG LATH MILL AND BOLTER COMBINED.



Best Machine in America for the Price.

New Lath Packer &amp; Trimmer

Trim your Lath and get better prices and ready sales.

SHINGLE MACHINERY.

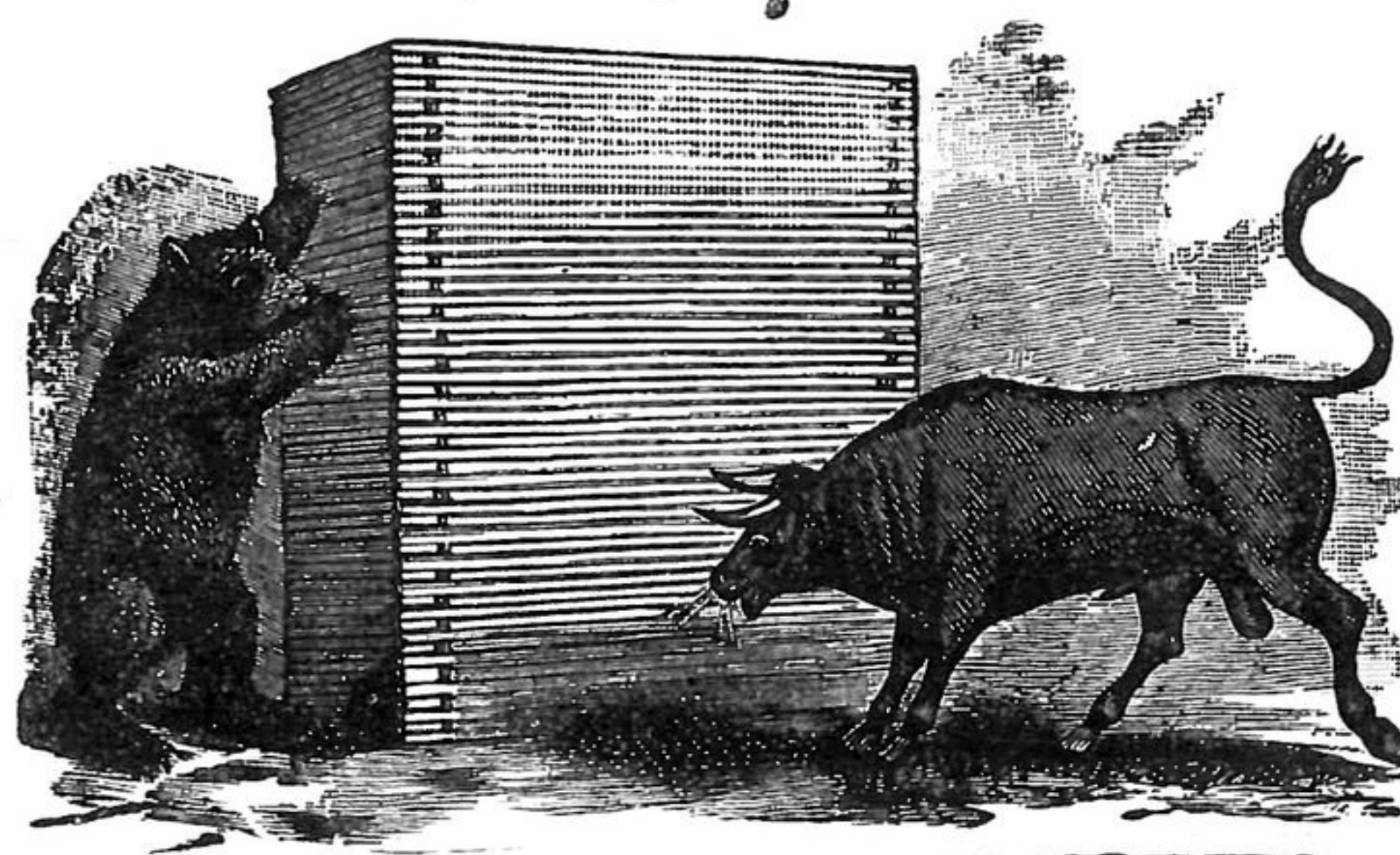
50 per cent. saved in the cost of cutting slabs by using my

POWER FEED SLAB SLASHER

D. S. ABBOTT, OLEAN, N. Y.

(Mention this paper.)

Any information relative to the condition or demands of the lumber trade in any of its branches will be cheerfully and promptly furnished by



C. G. HORTON,

Lumber Commission Merchant

No. 101 W. 14th Street, New York.

My Annual for 1889; containing rules for the inspection of hardwood lumber for the New York market, suggestions to shippers, and hints to manufacturers, sent free.

THEO. B. TAYLOR,

BROKER IN

Lumber Notes

AND

LOANS ON MERCHANDISE.

30 PINE ST., NEW YORK.

WANTED,  
Consignments of Hardwood Lumber,  
which will be sold at the highest market price, and quick returns made for the same, less 5 per cent. commission.



A. T. DECKER.

W. H. KIRBY.

**A. T. DECKER & CO.,**

WHOLESALE AND RETAIL DEALERS IN

**GEORGIA AND FLORIDA YELLOW PINE.**

A Large and Well Assorted Stock, Comprising all Regular Sizes and Lengths,  
**CONSTANTLY ON HAND.**

YARD AND OFFICE,

**FOOT OF BETHUNE STREET, NORTH RIVER; NEW YORK.**

IN ADDITION TO OUR REGULAR LINE OF SAILING VESSELS FROM JACKSONVILLE, FLORIDA, WE ARE PREPARED TO DELIVER ORDERS ON SHORT NOTICE  
 BY REGULAR WEEKLY LINES OF STEAMERS DIRECT FROM SOUTHERN PORTS.

Ports of Shipment, Jacksonville and Fernandina, Florida; Savannah and Brunswick, Georgia

**Cypress Lumber Company**

MANUFACTURERS OF

Cypress Lumber and Shingles,  
 Yellow Pine Lumber and Timber,  
 BY THE CARGO,

For Domestic Market or for Export.

Mills at Apalachicola, Florida.  
 Apalachicola, Fla. Boston, Mass.

CORRUGATED



IRON ROOFING

**W. H. HOWCOTT**  
 194 COMMON STREET, NEW ORLEANS, LA.

DEALER IN

**BLACK WALNUT;  
 YELLOW PINE & HARDWOOD  
 TIMBER LANDS.**

**CRANE & CLARK,**  
 Lumber and Timber,  
 California Redwood and other Shingles a specialty.  
 Foot of 30th Street, North River,  
 HIRAM A. CRANE, NEW YORK. LE ROY CLARK.



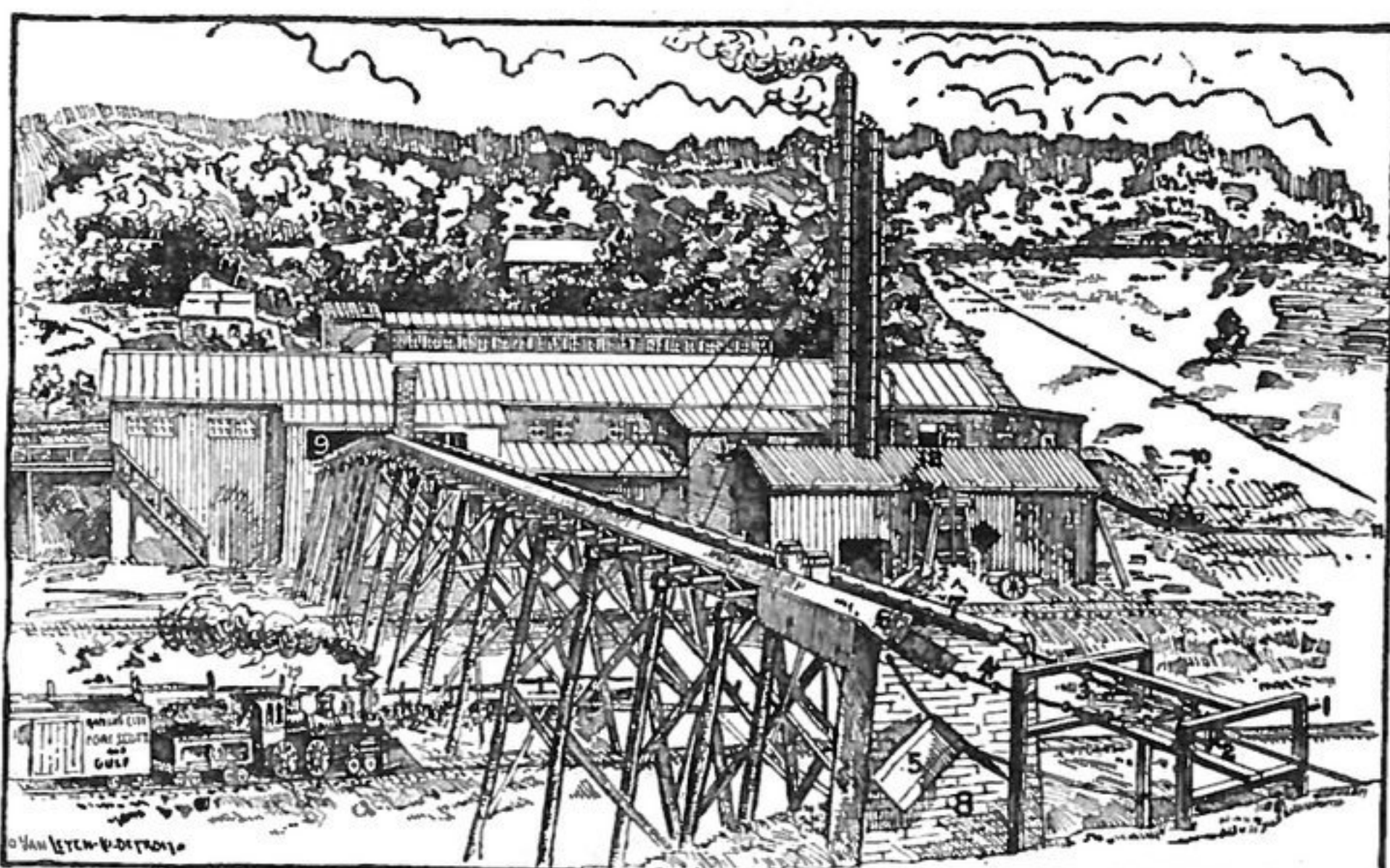
**JONES**  
 HE PAYS THE FREIGHT  
 5 Ton Wagon Scales,  
 Iron Levers, Steel Bearings, Brass  
 Tare Beam and Beam Box for  
**\$60.**  
 Every size Scale. For free price list  
 mention this paper and address  
**JONES OF BINGHAMTON,  
 BINGHAMTON, N. Y.**

**KILN-DRIED HARD MAPLE****FLOORING****A Specialty.****Boller & Recktenwalt,**

BOX 855,

**BUFFALO, N. Y.****GARLAND'S PATENT CABLE CONVEYORS.**

The Cleanest, Cheapest, and Most Durable Conveyors  
 in existence.



Send for Plans of Conveyors, to carry anything,  
 over any distance.

**M. GARLAND'S****Standard Machinery Works,**

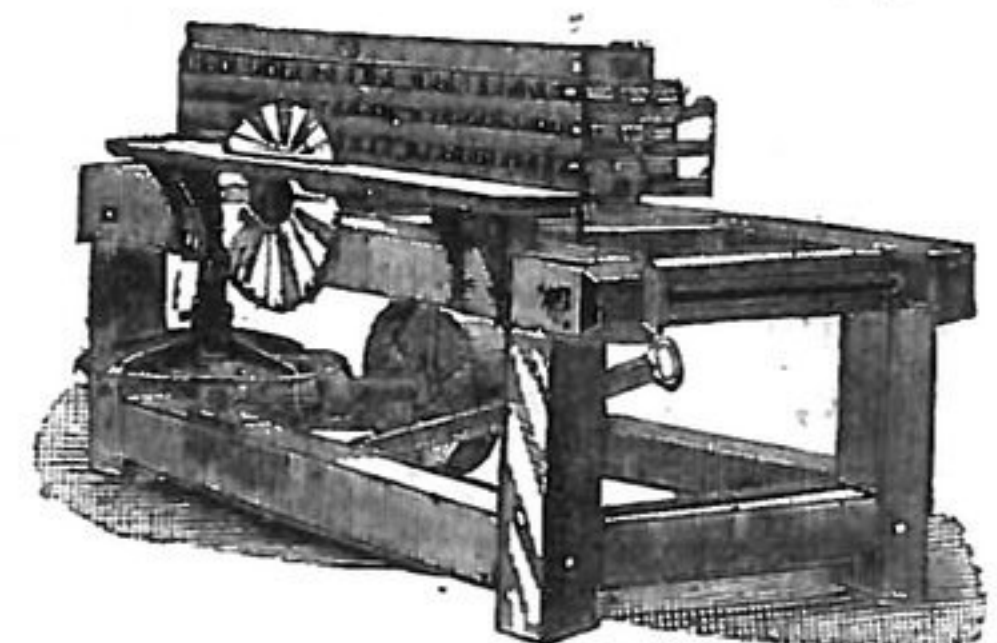
BAY CITY, MICH.

Garland's Mammoth Gang Edgers; Garland's Junior Edgers;  
 Kline Log Rollers; Kline Log Decks; Garland's Live Roll  
 Trimmers; Gang Slab Slashers; Garland's Automatic Fuel  
 Feeders; Standard Stave Heading and Box Board Machines;  
 Rotary Head Stave Jointers, Eureka Bolters and Lath Mills;  
 Standard Rip Saws; Standard Steam Out-off Saws; Standard  
 Band Scarfing Machines; Campbell Swages; Live Rolls;  
 Transfers; Shafting; Pulleys; Hangers, etc.

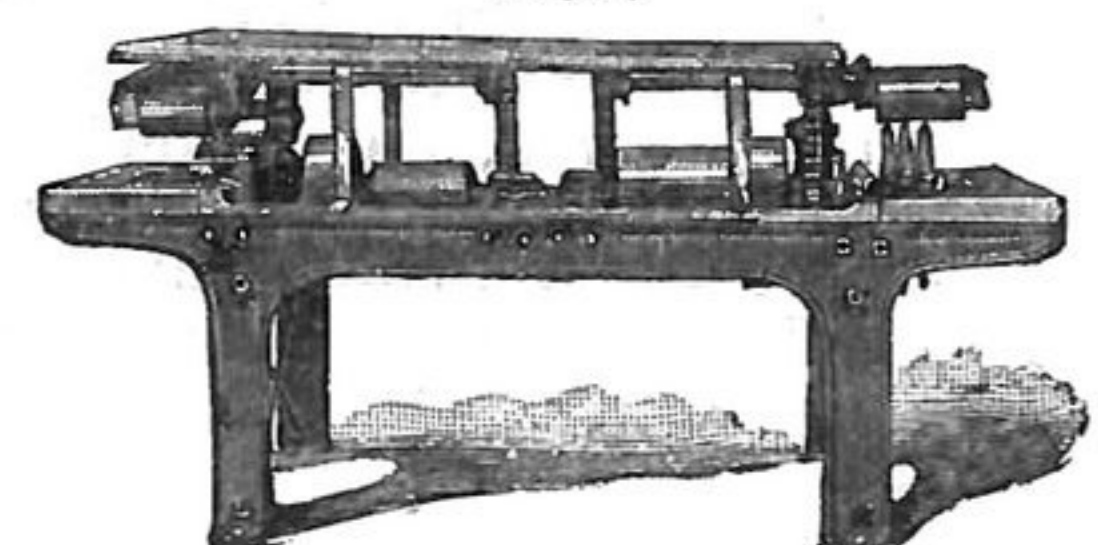
**Saw Mills planned and constructed on short notice.**

All kinds of Mill Machinery furnished promptly.

Standard Heading, Stave and  
 Box Board Machine.



**Eureka Bolter and Lath  
 Mill.**





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## RAILROAD FREIGHTS.

[IN EFFECT MARCH 5, 1888.]

PRESENT RATES IN EFFECT ON STAVES, BARREL SHOOKS, HEADINGS, HOOP POLES, HOOPS, STAVE BOLTS AND LUMBER, IN CENTS PER 100 LBS., FOR FULL CAR LOADS. MINIMUM WEIGHT IN CARS LESS THAN 30 FEET LONG, 20,000 LBS.; OVER 30 FEET, 24,000 LBS. †

Specially compiled for THE NEW YORK LUMBER TRADE JOURNAL, by

R. B. MITCHELL, General Manager Great Central Route, "Blue Line," and Canada Southern Line, Rochester, N. Y.

T. S. DAVANT, General Freight Agent, East Tennessee, Virginia and Georgia Railway, Knoxville, Tenn.

J. M. CULP, General Freight Agent, Louisville and Nashville Railroad Company, Louisville, Ky.

G. R. BLANCHARD, Chairman, Central Traffic Association, Chicago, Ill.

FROM	TO																					
	New York, N. Y.	Boston, Mass.	Philadelphia, Pa.	Baltimore, Md.	Albany, N. Y.	Utica, N. Y.	Syracuse, N. Y.	Rochester, N. Y.	Elmira, N. Y.	Corning, N. Y.	Buffalo and Suspension Bridge, N. Y.	Louisville, Ky.	Cincinnati, O.	Chicago, Ill.	Indianapolis, Ind.	Dayton, O.	Detroit, Mich.	St. Louis, Mo.	Lexington, Ky.	Memphis, Tenn.	Nashville, Tenn.	
*Chicago, Ill.....	25	30	23	22	24	22½	20	18½	21½	21½	15											
Cairo, Ill.....	30	35	28	27	29	27½	24½	22½	26	26	19											
Cincinnati, Ohio.....	21½	26½	19½	18½	20½	20	18	16½	18½	18½	13											
Detroit, Mich.....	19½	24½	17½	16½	18½	17	14½	13½	16½	16½	10											
Toledo, O.....																						
East St. Louis, Ill.....	29	34	27	26	28	26½	24	22	25	25	18½											
Flint, Mich.....	23	28	21	20	22	21	19	17½	20	20	14											
Indianapolis, Ind.....	23	28	21	20	22	21	19	17½	20	20	14											
*Lansing, Mich.....	23½	28½	21½	20½	22½	21½	19	17½	20	20	14											
Louisville, Ky.....	25	30	23	22	24	22½	20	18½	21½	21½	15											
Milwaukee, Wis.....	25	30	23	22	24	22½	20	18½	21½	21½	15											
Nashville, Tenn.....	31	36	29	28	30	28½	26	24½	27	27	21											
Memphis, Tenn.....	37	42	35	34	36	34	32	30½	33	33	27											
Decatur, Ala.....	37	42	35	34	36	34	32	30½	33	33	27											
Dayton, O.....	21	26	19	18	20	19½	17½	16	18	18	13											
New Albany, Ind.....	28	33	26	25	27	25½	23	21½	24½	24½	18											
*South Bend, Ind.....	25	30	23	22	24	22½	20	18½	21½	21½	14											
†Carters.....	31	36	29	28																		
Rome, Ga.....	33	38	31	30																		
†Anniston.....	34	39	32	31																		
Meridian, Miss.....	39	44	37	36																		
Cochran, Dubois, Gress Mills...	32	37	30	29																		
Dempsey, Eastman, Godwinsville, Chauncey.....	32	37	30	29																		
Long View, McRae.....	32	37	30	29																		
McVie, Towns.....	32	37	30	29																		
Lumber City, Ocmulgee Depot, Hazelhurst, Graham.....	32	37	30	29																		
Pine Grove, Prentiss, Barclay...	32	37	30	29																		
Wheaton, Surrency, Brentwood, Satilla.....	32	37	30	29																		
Jesup, Ga.....	32	37	30	29								18	18	27	24	22½	27	21	18	17	12	
Atlanta, Ga.....	29	34	27	26								19	19	28	25	23½	26	22	19	18	13	
Macon, Ga.....	31	36	29	28								18	20	28	27	25½	20	23	21		13	
Montevallo.....	34	39	32	31								17	17	26	23	21½	26					
Union (Bluff City).....	31	36	29	28								17	17	26	23	21½	26					
Piney Flats, Carters, Johnsons, Jonesboro.....	31	36	29	28								17	17	26	23	21½	26					
Telfords, Limestone, Fullers, Home.....	31	36	29	28								17	17	26	23	21½	26					
Greenville, Mosheim.....	31	36	29	28								17	17	26	23	21½	26					
Midway, Lick Creek.....	31	36	29	28								17	17	26	23	21½	26					
Rogersville Junction.....	31	36	29	28								17	17	26	23	21½	26					
Whitesburg.....	31	36	29	28								17	17	26	23	21½	26					
Russellville.....	31	36	29	28								17	17	26	23	21½	26					
Morristown.....	31	36	29	28								17	17	26	23	21½	26					
Wills Foundry.....	31	36	29	28								17	17	26	23	21½	26					
White Plains, Leadville.....	31	36	29	28								17	17	26	23	21½	26					
Newport, Bridgeport.....	31	36	29	28								17	17	26	23	21½	26					
Big Creek.....	31	36	29	28								17	17	26	23	21½	26					
Wolf Creek.....	31	36	29	28								17	17	26	23	21½	26					
Talbotts.....	31	36	29	28								17	17	26	23	21½	26					
Mossy Creek, New Market.....	31	36	29	28								17	17	26	23	21½	26					
Straw Plains.....	31	36	29	28								16½	17	26	23	21½	26					
McMillens.....	31	36	29	28								16	17	26	23	21½	26					
Knoxville.....	31	36	29	28								15	15	24	21	19½	24					
Powells Heiskells.....	31	36	29	28								15	15	24	21	19½	24					
Clifton, Thomas Mills.....	31	36	29	28								15½	15	24	21	19½	24					
Offutts.....	31	36	29	28								14½	15	24	21	19½	24					
Coal Creek.....	31	36	29	28								14	15	24	21	19½	24					
Careyville.....	31	36	29	28								14	15	24	21	19½	24					
Buckeye, Elk Valley.....	31	36	29	28								13½	14½	23½	20½	19	23½					
Newcomb.....	31	36	29	28								12½	13½	22½	19½	18	22½					
Concord.....	31	36	29	28								15	15	24	21	19½	24					
Joliet, Ill.....	25½	30½	23½	22½	24½	23½	21	19½	22	22	16											

\*Allegan, Mich.; Benton Harbor, Mich.; Bay City, Mich.; East Saginaw, Mich.; Grand Haven, Mich.; Grand Rapids, Mich.; Ionia, Mich.; La Porte, Ind.; Muskegon, Mich.; St. Joseph, Mich., same rate as Chicago, Ill. Augusta, Battle Creek, Cassopolis, Ceresco, Dowagiac, Kalamazoo, Marshall, Niles, Three Rivers, and Wasepi, Mich., same as South Bend, Ind. Albion, Charlotte, Eaton Rapids, Homer, North Lansing, Owosso, and River Junction, Mich., same as Lansing.

†The rates from Muddy Creek, Lenoir's, Philadelphia, Sweetwater, Mouse Creek, Athens, Riceville, Sanford, Charleston, Chatata, Cleveland, McDonough, Ooltewah, Tyners, Chattanooga, Apison, and Blue Springs, Tenn., Red Clay, Cohutta, Varnell's, and Dalton, Ga., are the same to New York, Boston, Philadelphia, and Baltimore as from Carters, Tenn., and to Cincinnati and Louisville 15 cents per 100 pounds.

‡The rates from Oxford, Talladega, Barclay's, Alpine, Kymulga, Childersburg, Wilsonville, Columbiana, Calera, Montevallo, Brierfield, Randolph, Maplesville, Dixie, Staunton, Howison, Plantersville, and Selma, Ala., the same as the rates from Anniston, Ala.

On flat cars, the rate from stations Cochran to Jesup, inclusive, and from Oxford to Selma, inclusive, and from Meridian to Louisville, Cincinnati, and other Western points, should be 3 cents higher than the box car rate. There is no difference to New York, Boston, Philadelphia, and Baltimore.

The rates named from points in Tennessee, and from Red Clay, Cohutta, Varnell's, and Dalton, Ga., are on soft lumber to Western points. The rates on Walnut, Cherry, and Cedar lumber are 2 to 3 cents higher. The rates from all points quoted above to New York, Boston, Philadelphia, and Baltimore are all rail. The rail and water rates are 2 cents less, except to New York, which is the same as the all rail rate.



## MAGEE LUMBER CO.

Manufacturers and Wholesale Dealers in

### Hardwood & Lumber,

ASH, OAK, MAPLE, CHERRY,

BASSWOOD, WALNUT, GUM

**YELLOW POPLAR A SPECIALTY.**

234 West Street, New York.

## WILLIAM AFFLECK,

### Storage for Lumber,

N. Y. Cen. & Hud. R. R.R. Freight Depot,

30th to 31st Streets and 11th Avenue,

**NEW YORK.**

Lumber Stored at Reasonable Rates.

W. H. DANNAT.

CHAS. E. PELL.

## DANNAT & PELL,

### Mahogany and Lumber Merchants

Yards: Foot of Broome Street, East River, New York.

Office: 24 Tompkins Street. Telephone Call, Spring 104.

BROOKLYN YARDS:

Chapman's Docks, Newtown Creek, near Grand.

**LEWIS H. ROSS, Manager,**

Telephone Call, Williamsburg 789.

**Lumber, Timber, and Hardwood.**

**WHOLESALE AND RETAIL.**

# SMITH :: DRY :: KILN

## HOT BLAST APPARATUS.

LARGEST, FOR THE PRICE,

AND THE

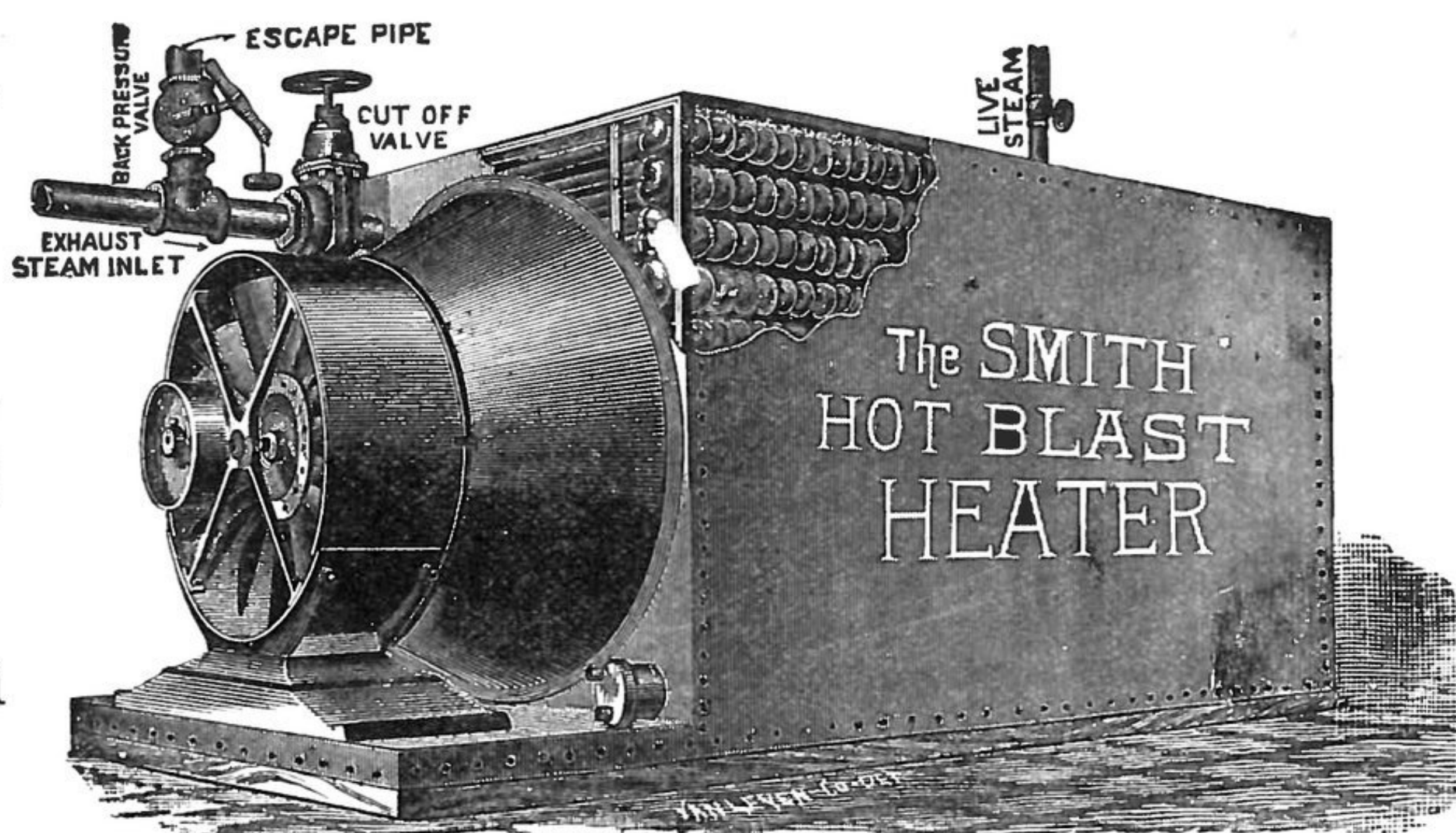
ONLY HOT BLAST

## DRY KILN

MADE

That Utilizes **all** the Steam  
that Enters the

Heater.



SMITH HOT BLAST APPARATUS.

Shipped set up Complete, With Valves, Ready for Operating with either Live or Exhaust Steam.

**HUYETT & SMITH Mfg. Co., Detroit, Mich**

PATENTED NOVEMBER 29, 1887. NUMBER 374,094.

LARGEST, FOR THE PRICE,

AND THE

ONLY HOT BLAST

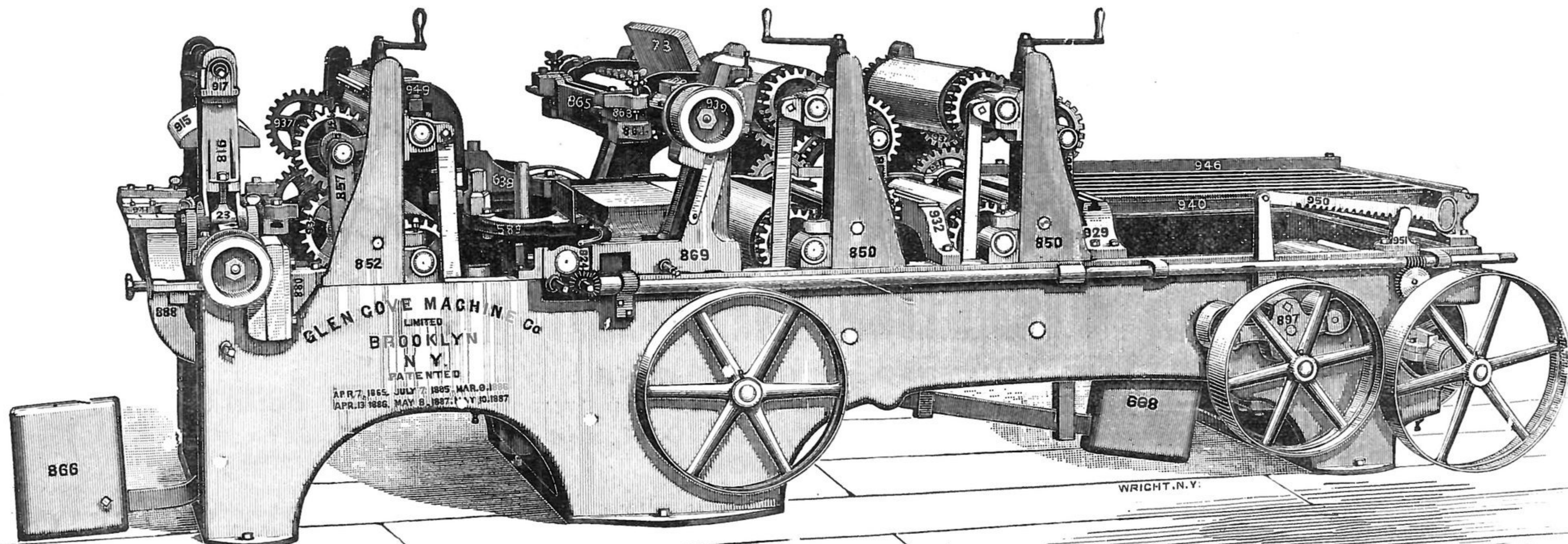
## DRY KILN

MADE

That the Fan Handles the  
Cold Air, PUSHING it  
Through the Heater  
to the Lumber.

# GLENN COVE MACHINE COMPANY, Limited.

Improved Heavy Fast Feed Planing and Matching Machines, Flooring and Ceiling  
Machines, Double Surfacers, and Inside Moulding Machines a Specialty.



## No. 2 FAST FEED PLANING AND MATCHING MACHINE.

OFFICE AND WORKS:

**24 to 30 CLAY STREET, . . . BROOKLYN, N. Y.**



**J. M. REAMER,**MANUFACTURER  
AND WHOLESALE DEALER.**HARDWOOD  
LUMBER,**

QUARTERED OAK.

QUARTERED SYCAMORE.

BLACK WALNUT.

WHITEWOOD.

CHERRY.

ASH.

38 PARK ROW, POTTER BUILDING,  
NEW YORK.**Wilson Godfrey,****LUMBER,**

91 WALL ST., NEW YORK.

YARD, MILL, AND DRY KILNS,

Eagle St. and Whale Creek, Greenpoint, L. I.

*SPECIALTIES:*

The Roper Machine Dressed Cedar Shingles.

Also, North Carolina Pine, Kiln Dried,

DRESSED AND IN THE ROUGH.

FOR SALE TO DEALERS ONLY.

**T. H. Simonson & Son,**

—DEALERS IN—

**LUMBER**

—AND—

**TIMBER,**

Foot of 100th Street, East River,

W. H. Simonson.

**NEW YORK.**

TELEPHONE CALL, HARLEM 115.

GARRETT L. SCHUYLER.

WALTER G. SCHUYLER.

**G. L. SCHUYLER & CO.,****Timber and Lumber,**

ALSO

**YELLOW PINE FLOORING,**

Wholesale and Retail.

1st AVENUE to EAST RIVER, 97th  
to 98th STREETS,**NEW YORK.****J. R. H. Thompson,****LUMBER,****ENGLISH BROWN OAK IN STOCK****TENTH AVENUE,**

Bet. 13th &amp; 14th Streets.

**NEW YORK.**

Telephone Call—568, 21st street.

**A. B. Wetmore,**

Standard Building,

10 West 23d Street, NEW YORK.

**LUMBER COMMISSION MERCHANT**RAILROAD and SHIP TIMBER  
SAWED to BILLS.WALNUT, CHERRY, ASH, OAK, and  
POPLAR LOGS.

Bill Lumber and Logs, Lighterage Free.

REFERENCES:

ST. NICHOLAS BANK, New York City.

F. S. GIDDINGS, Green Springs, O.

GIDDINGS &amp; CUMMINGS, Cummings, O.

Hon. JUDGE CUMMINGS, Toledo, O.

OLD NATIONAL BANK, Ft. Wayne, Ind.

BENEDICT BROS., Nashville, Tenn.

TRIGG, FUGATE &amp; CO., Abingdon, Va.

SCOTTVILLE LUMBER CO., Scottville, Ky.

Telephone No. 103, 21st Street.

**D. C. NEWELL & SONS,**  
**Lumber Dealers.****KILN DRIED**

Yellow Pine Flooring, Ceiling and Step Plank.

**VERTICAL GRAIN YELLOW PINE FLOORING****A SPECIALTY.**

Locust and Chestnut Posts, Locust Timber, Sawed to any Size

ALSO, WHITE PINE, SPRUCE and HEMLOCK.

**HUDSON RIVER PLANING MILLS.**

Ground Shavings for Bedding and Packing.

FOOT WEST 19th ST., NEW YORK.

**OCDEN & CO.**

411 Washington St.,

Telephone, Spring 127.

NEW YORK.

Mahogany, Hardwoods and Lum-  
ber.All woods for furniture makers,  
Builders, Manufacturers and Job-  
bers.Dressed Pine, and Hardwoods of  
all grades.Shelving, Ceiling, Flooring, and  
dimension stock seasoned.Special wants and sizes to order.  
Sawing, Turning, and Planing.  
Lignumvitæ.**T. G. PATTERSON,**

—DEALER IN—

**Pine Lumber**Spruce Flooring, Ceiling, Fenc-  
ing and Partition Stuff

ALWAYS ON HAND.

460 to 470 WEST STREET, Cor.

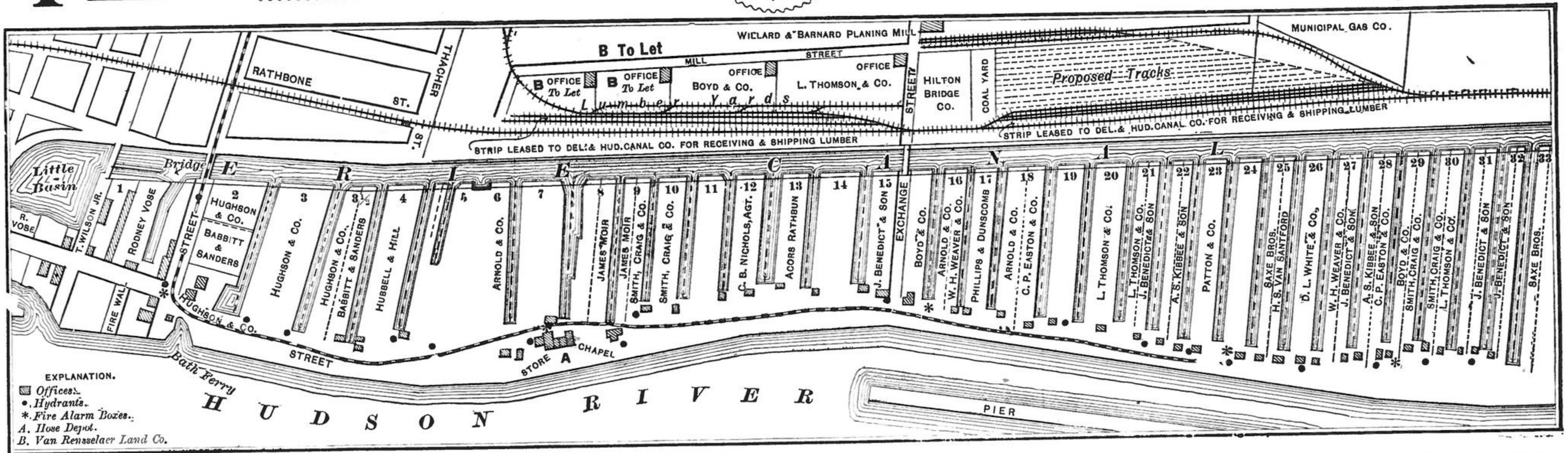
**BETHUNE, NEW YORK.**

Orders Received at Main Office, 141 Duane Street

TELEPHONE CALL, 525 SPRING.



# THE ALBANY LUMBER DISTRICT



**ALBANY, N. Y.** Because of its unrivaled facilities for receiving and shipping lumber and on account of its situation at the eastern terminus of the Erie canal and the southern terminus of the Northern canal and at the head of navigation of the Hudson, demands the attention of dealers in Pine, Spruce, Hemlock, and Hardwoods, located in New England, New York City, and adjacent markets. **600,000,000 feet of Pine, Spruce, and Hemlock** are handled, yearly in this market, while a full stock of **HARDWOODS** is always on hand. **ALBANY** has long maintained a reputation for the excellence of its sorting, the fairness of its inspection, and the quality of its lumber. The shipment of lumber by water guarantees to the buyer the lowest possible rate of transportation, and arrangements have been perfected whereby **ALBANY** can ship by rail in all directions. **ALBANY'S** close proximity to its customers insures them prompt delivery and the avoidance of the tedious delays of large or small shipments in car or cargo lots from distant points. Buyers can quickly reach the market, look over a full stock, buy cheaply, and return home with little loss of time from business and at small expense. **ALBANY**, therefore, more than competes with Western markets and offers better inducements to her customers. For proof of this consult the dealers mentioned below. Many dealers here operate mills in Michigan or Canada. This market is the natural outlet for Canada and Adirondack lumber. The **ALBANY** lumber district, as given above, is easily reached by horse cars from the principal hotels and depots. There are model planing mills in and adjacent to the district, from which lumber is shipped in large amounts, in car or cargo lots.

FOUNDED 1855.  
**L. THOMSON & CO.,**  
Pine, Spruce and Hemlock Lumber  
All sizes No. 1 Spruce Flooring in car lots.  
LEMON THOMSON. CURTIS N. DOUGLAS.

**CHARLES B. NICHOLS**  
— WHOLESALE —  
Lumber Commission Agent,  
13 LUMBER DISTRICT.

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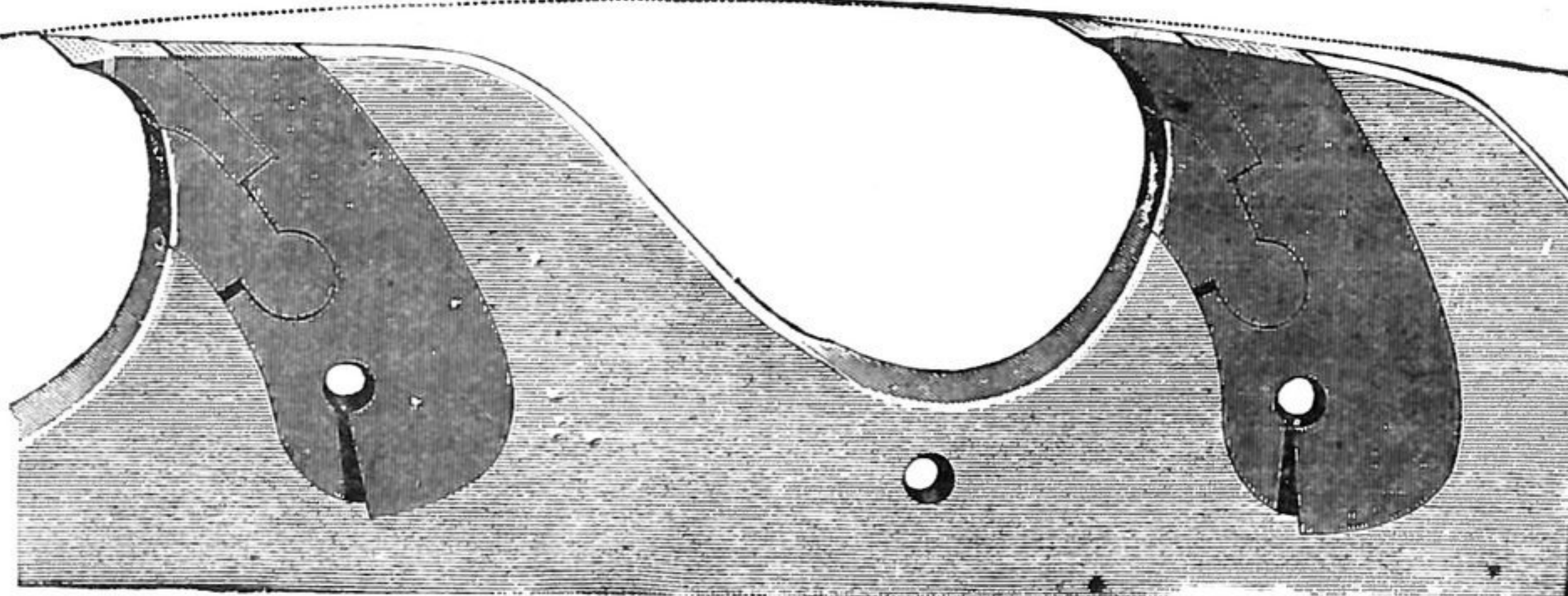
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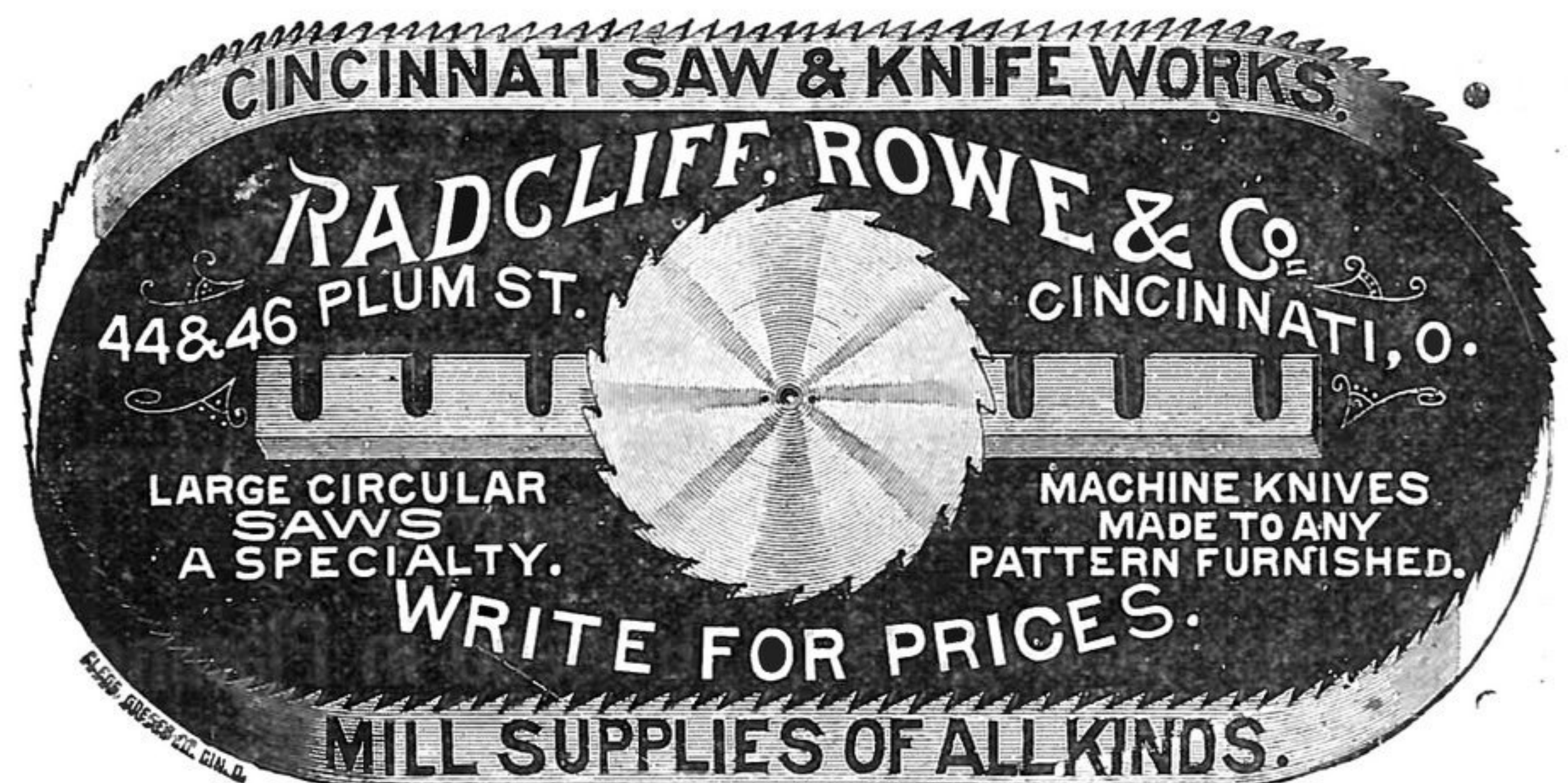
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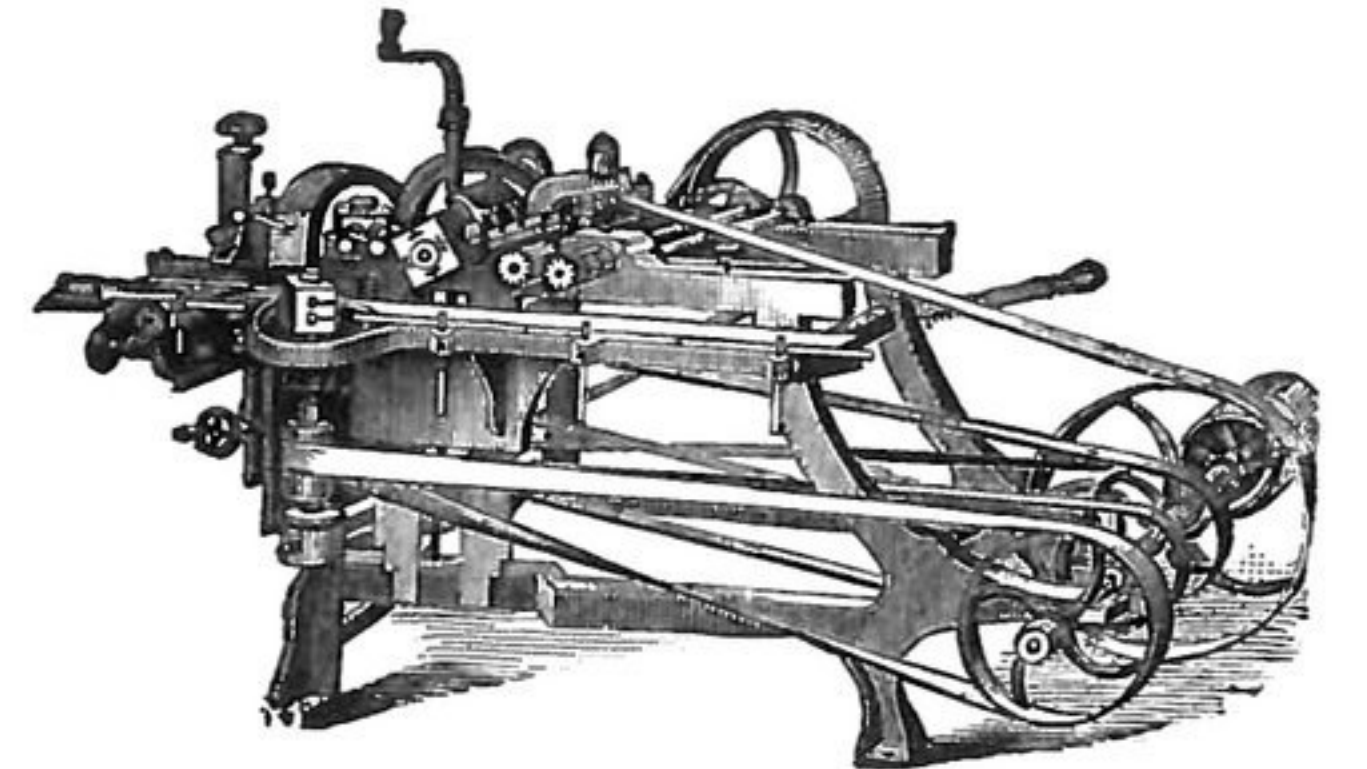
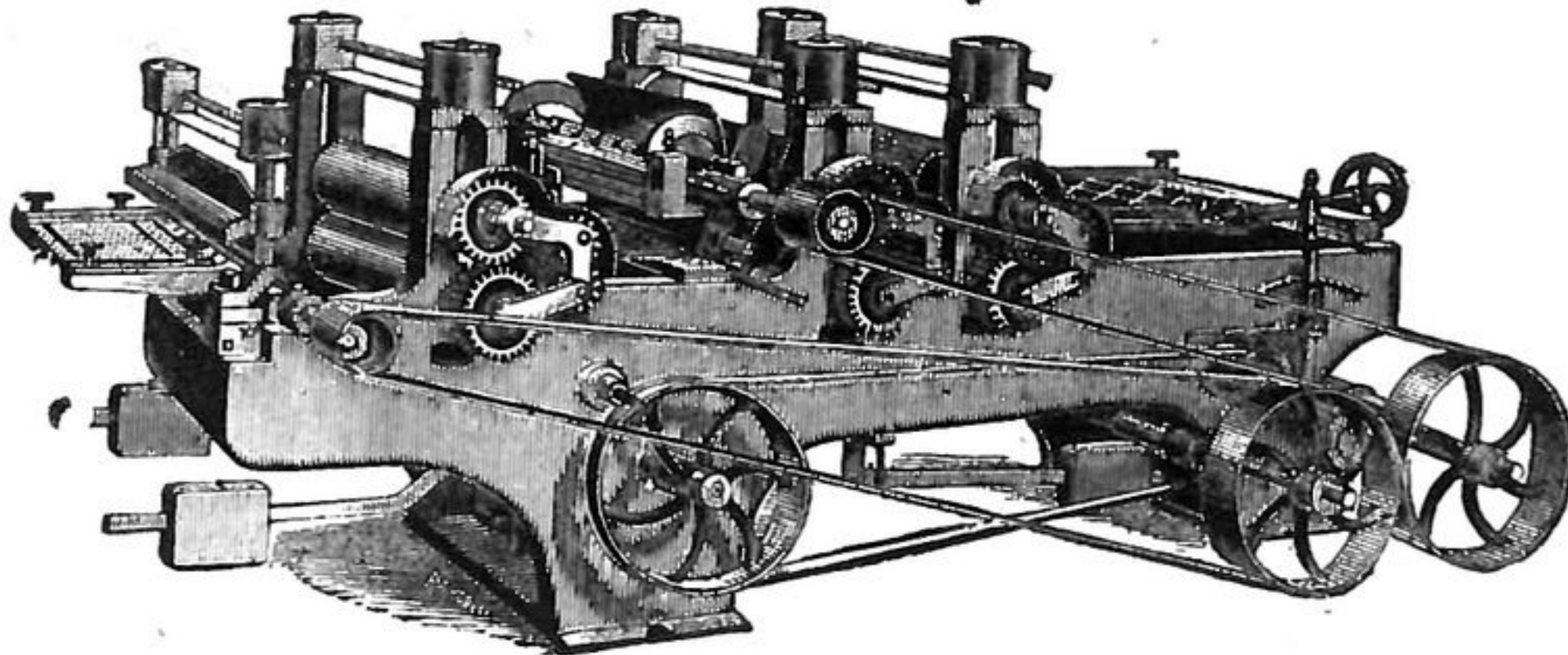
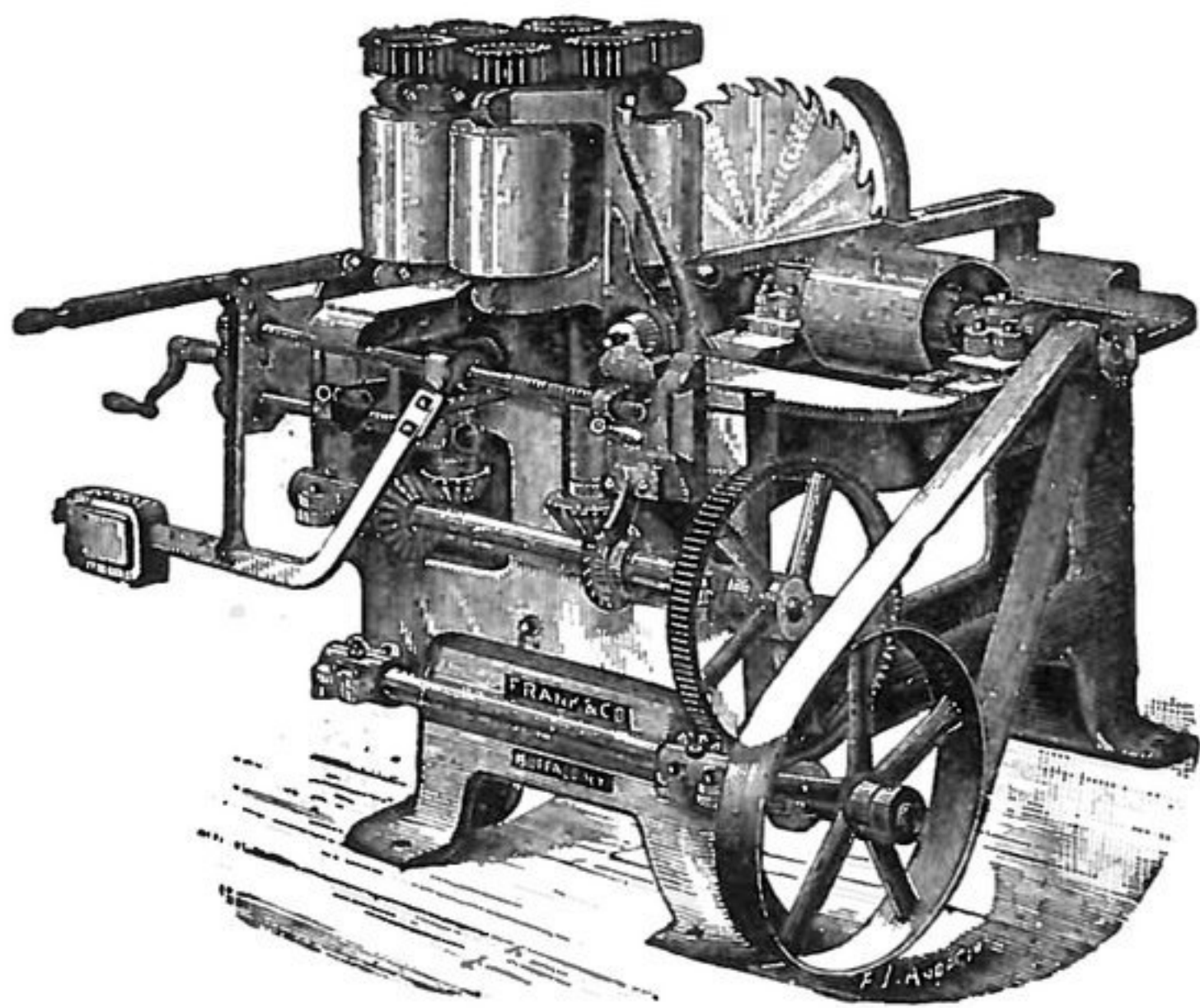
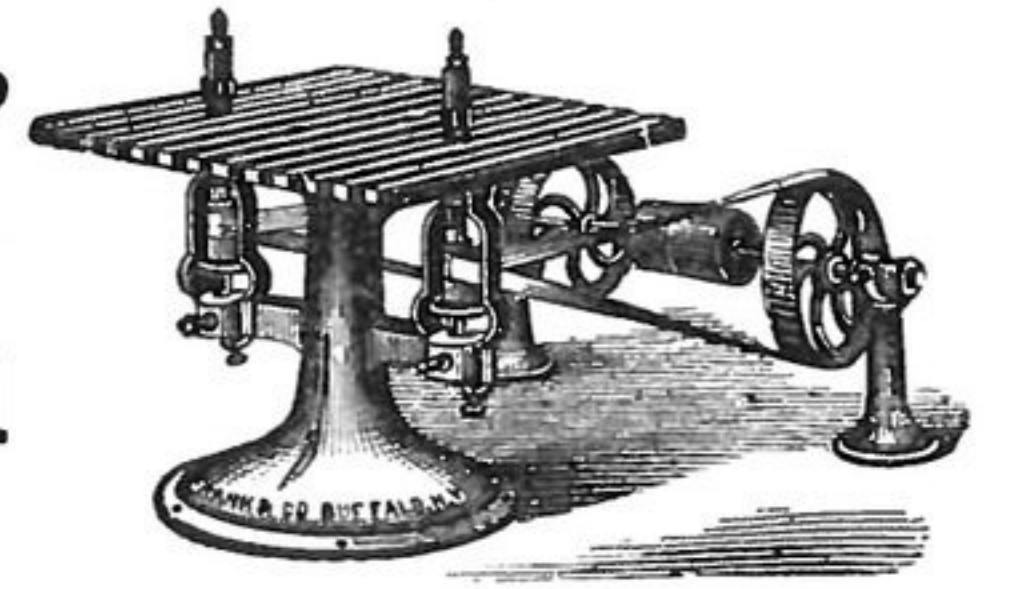


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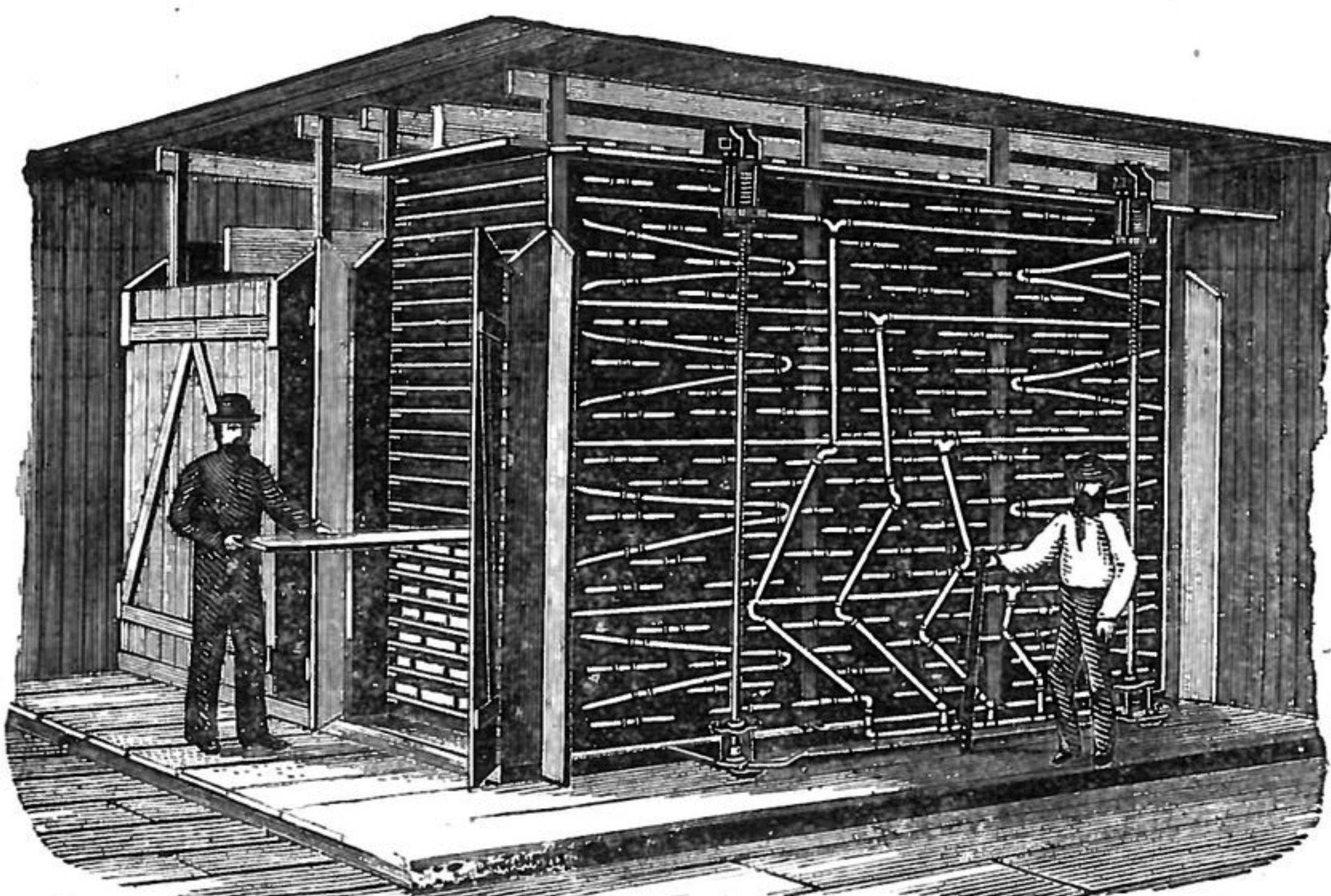
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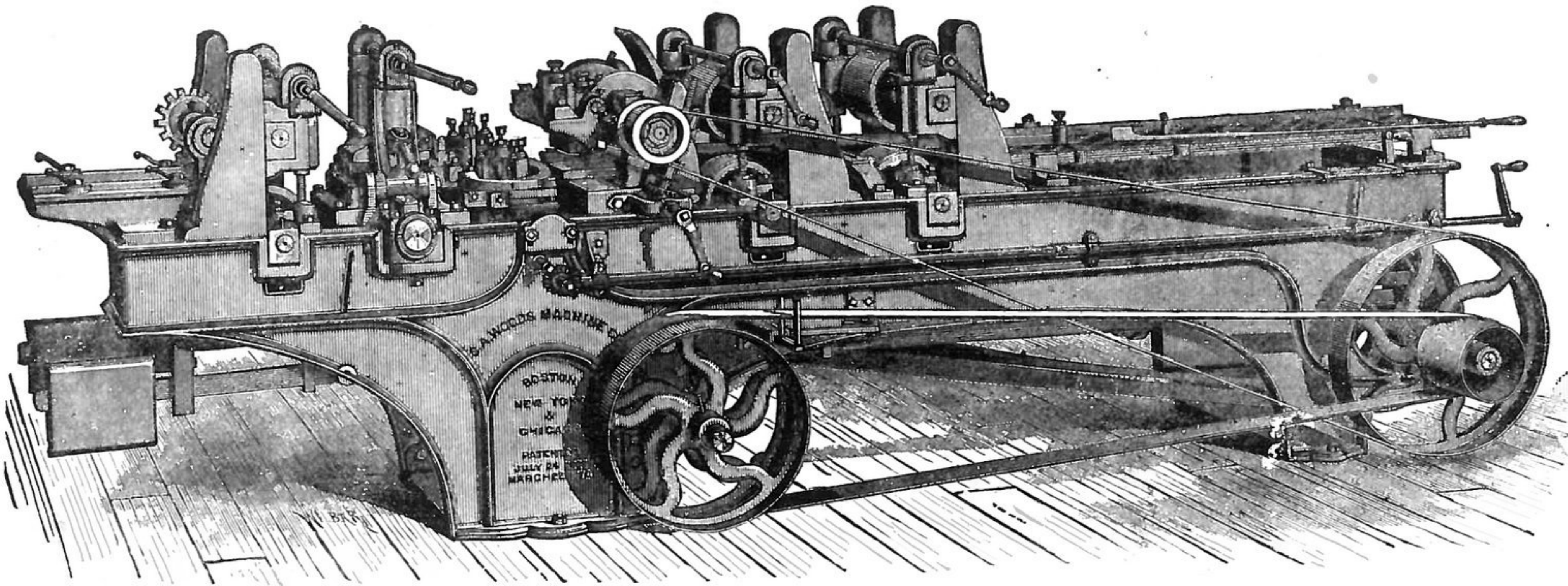
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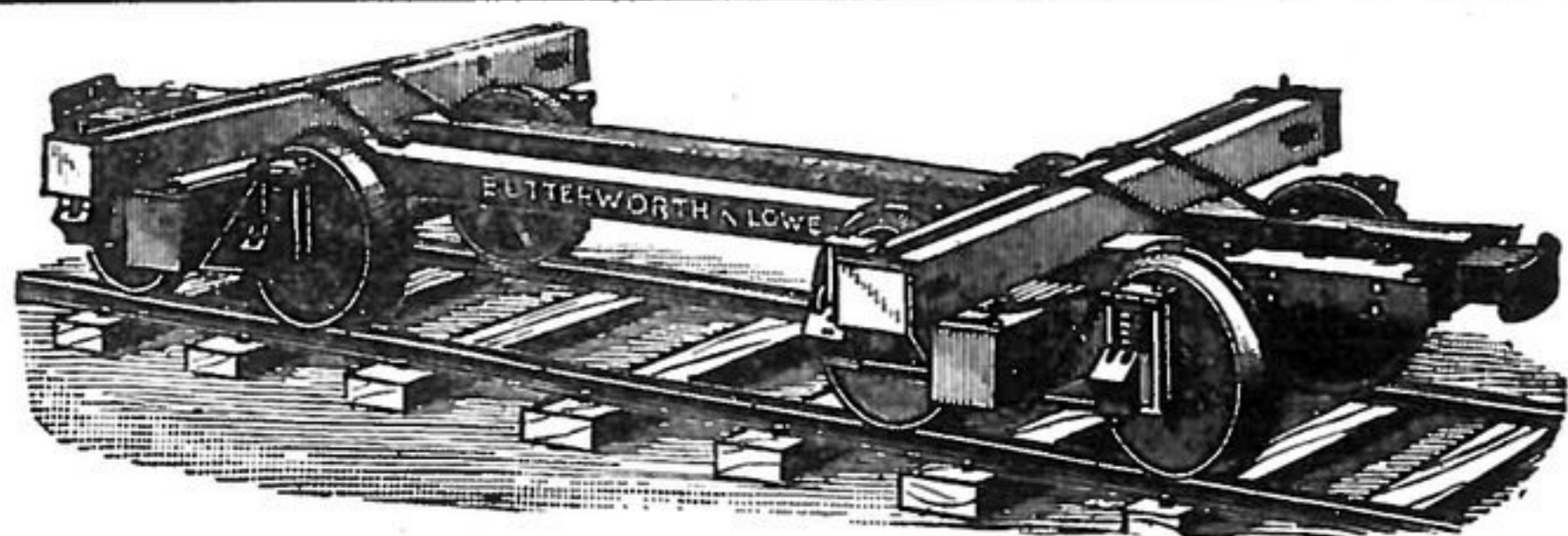
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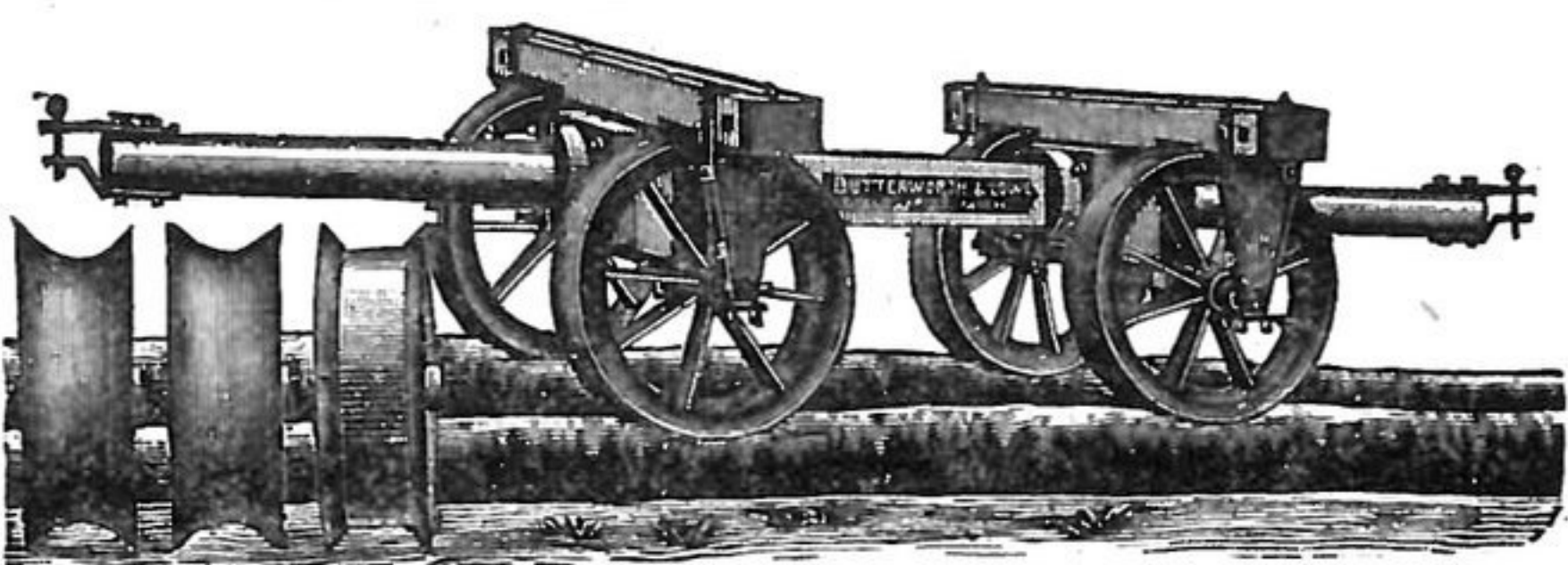


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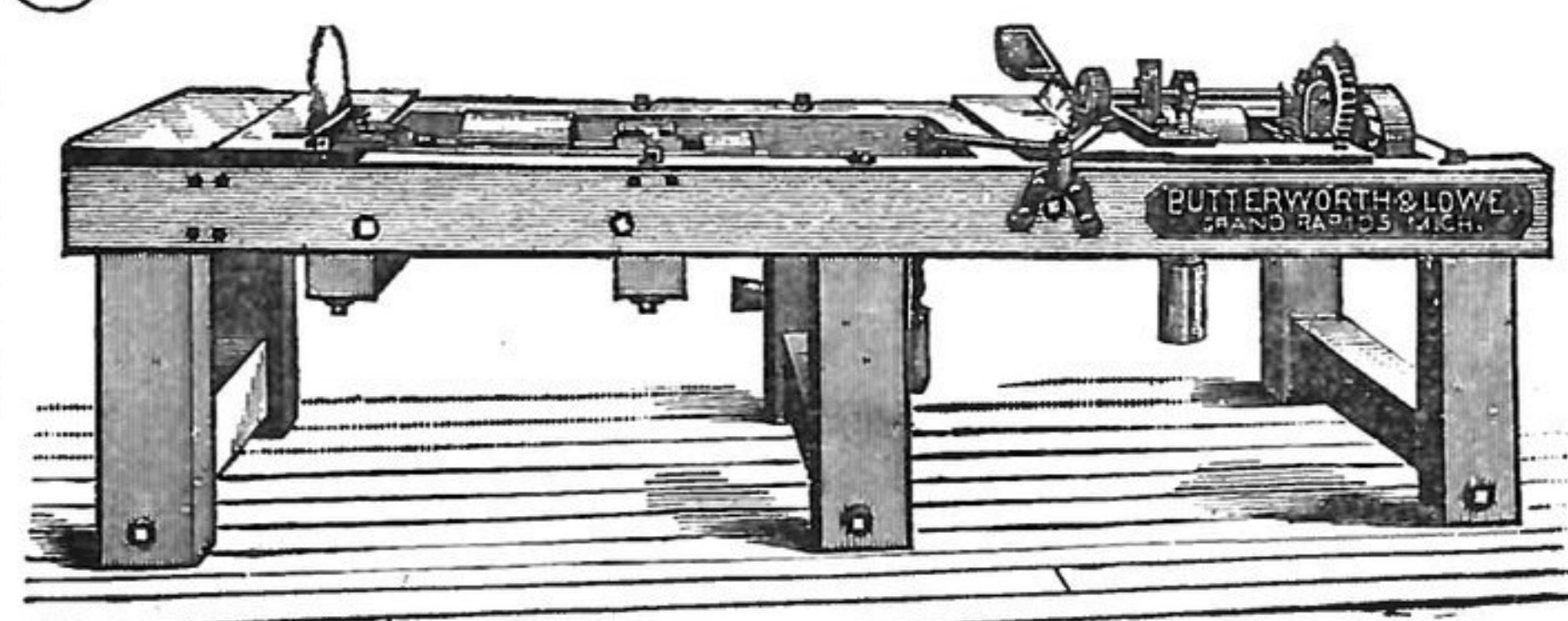
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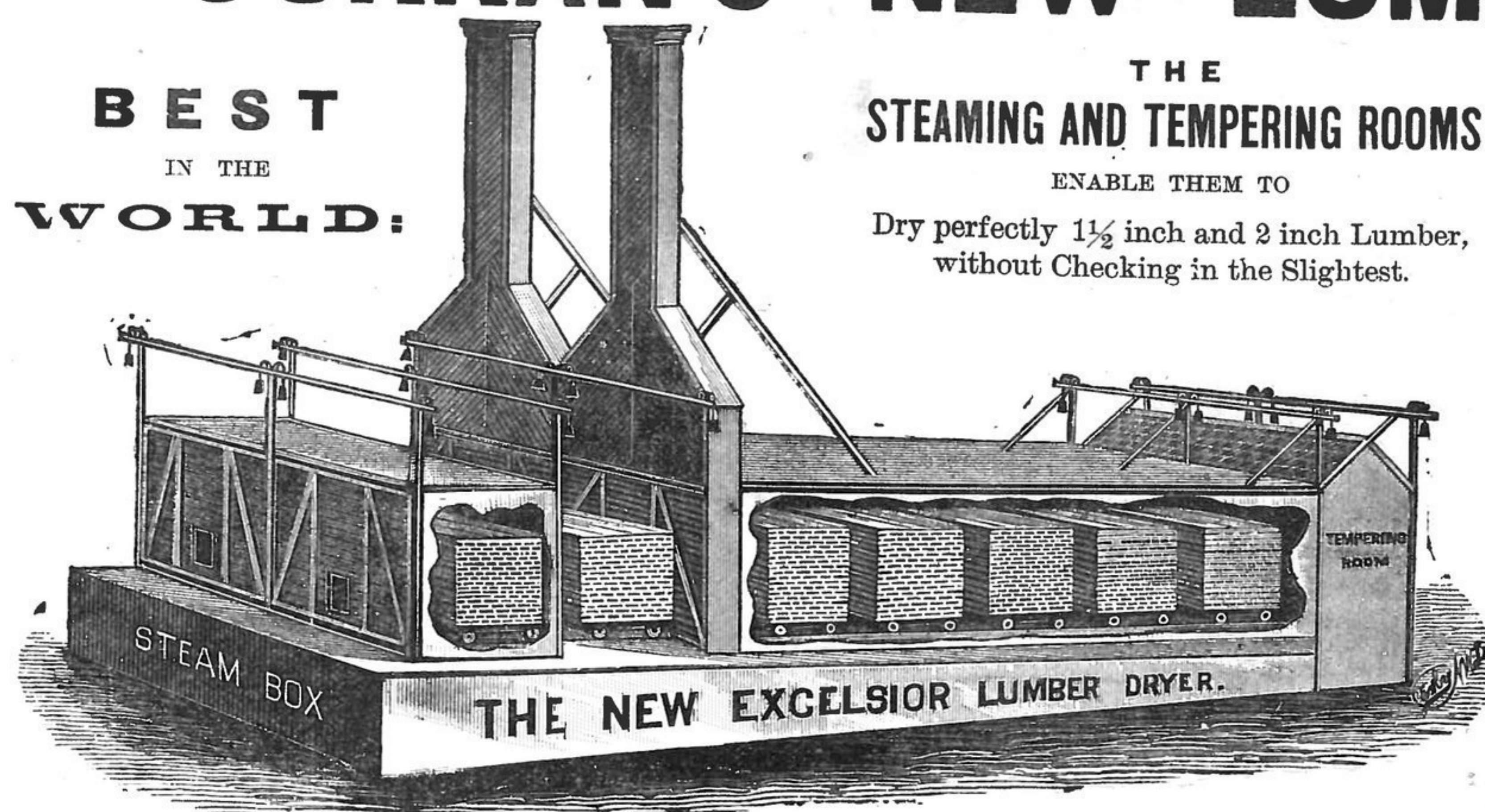
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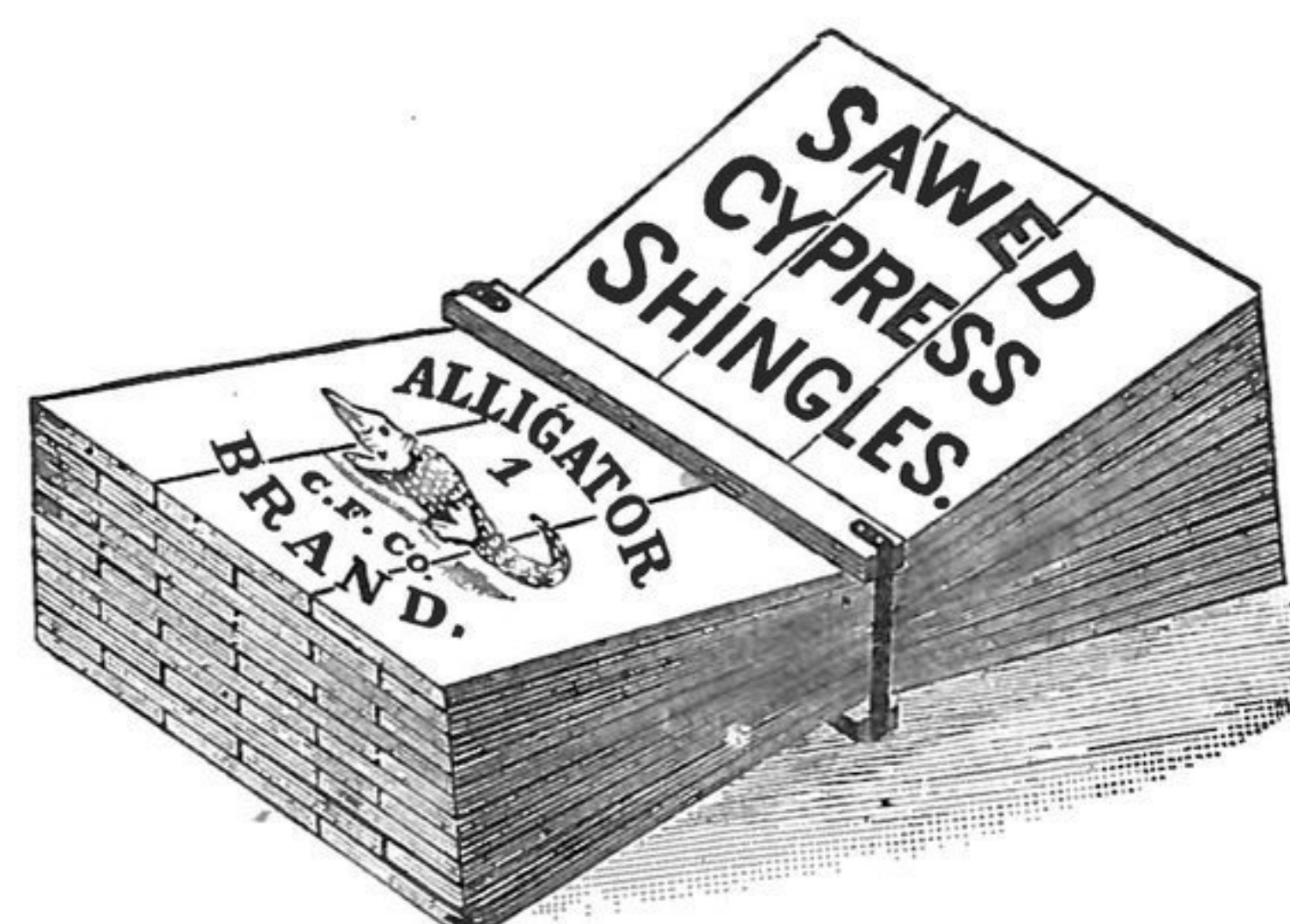
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